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Efficient, Low-Cost Fan System Research for General Aviation and Commuter Aircraft

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G.L. Merrill Advanced Propulsion, Inc., Phoenix, Arizona

Prepared under Contract NAS3-27644

National Aeronautics and Space Administration

Glenn Research Center

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EFFICIENT, LOW-COST FAN SYSTEM RESEARCH FOR GENERAL AVIATION & COMMUTER AIRCRAFT

PREFACE

This investigation was conducted by Advanced Propulsion Inc. of Phoenix, Arizona under Contract NAS3-27644, administered by the National Aeronautics and Space Administration, Lewis Research Center. The Advanced Propulsion Inc. principal investigator was G. L. Merrill. Aerodynamics design and analysis support was provided by B. Cassem. Mechanical/structural design and analysis support was provided by G. Pittard. The NASA Contracting Officers were K. R. Brocone and H. Shaw. The NASA Contracting Officer's Technical Representative, J. D. Eisenberg, provided technical direction for the program.

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EFFICIENT, LOW-COST FAN SYSTEM RESEARCH FOR GENERAL AVIATION & COMMUTER AIRCRAFT

ABSTRACT

Research investigations conducted by Advanced Propulsion Inc., which were intended to validate efficient, low-cost fan system concepts, are described in this report. The report briefly describes the broad range of applicability of the fan system investigated. It defines the expected benefits the fan system would have on new, advanced turbofan engines for specific, lower-speed aircraft applications. The overall concept is shown to apply specifically to future general aviation and commuter aircraft optimized for relatively short-range missions and to typical cruising flight speeds in the range of 200 to 400 knots.

Basic fan design premises are defined that are intended to yield high efficiency level in terms of both stage adiabatic efficiency and turbofan engine propulsive efficiency at lower flight speeds than are now addressed with turbofan propulsion systems designed specifically for executive and commercial jet aircraft.

The premises include system and mission optimized fan pressure ratio ranges for the range of relevant flight speeds of future general aviation private aircraft and low-density, shorthaul airliners that are commonally referred to as commuters. The premises also include the use of current state-of-the-art aerodynamic loading parameters yielding velocity triangles that are very similar to those of current, high pressure ratio, transonic stages in larger turbofans. Such premises are shown to yield very low fan rotational speed versus current practice. In turn, this is shown to yield high potential for use of substantially different materials and mechanical design criteria that can result in dramatically lower manufacturing cost.

Materials, manufacturing, stress, vibration, bird-strike and erosion investigations are reported that sought low-cost solutions for the fan rotor design, given the unique, low-speed characteristics of the predicated fan design. The materials investigations included fiber reinforced plastics and commercially available aluminum alloys. The manufacturing investigations included injection molded blading, precision forged blading with blade-root machining and forged/numerical controlled machined integral wheel (blisk) processing. The aluminum alloy blisk rotor configuration is reported to have the best combination of overall performance, including one and four-pound bird strike capability and lower manufacturing cost. The fan stator system, mechanically integrated with the engine front frame, is described to be most suitable as an assembly of aluminum precision investment cast components having minimal machining.

The report describes parametric aerodynamic design analyses that yielded 91+ percent adiabatic efficiency for a 1.10 pressure ratio, 38.5 pound-per-second fan for a 200-knot-class small turbofan. These results obtained with the USAF UDO300 code suggests that, with follow-on use of an advanced computational aerodynamics code and with a comprehensive component development program, adiabatic efficiencies in the range of 92 to 93 percent may be obtained over the ranges of predicated pressure ratios from 1.08 to 1.35 and flows from 38 to 150 pounds per second.

The report ends with the Advanced Propulsion Inc. conclusions that the investigations carried out in this program substantially validated optimistic preliminary design premises used in prior systems/mission analyses on the applicability of turbofan propulsion to lower-speed general aviation and commuter aircraft.

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EFFICIENT, LOW-COST FAN SYSTEM RESEARCH FOR GENERAL AVIATION & COMMUTER AIRCRAFT

1.0 INTRODUCTION

The National Aeronautics and Space Administration and the Federal Aviation Administration have missions to facilitate advances in technologies applicable to General Aviation (GA) and Commuter (low-density, shorthaul) aircraft. It is widely perceived that propulsion for these aviation segments is barrier technology. Exactly how significant improvements can be achieved constitutes a pivotal issue.

Definite needs exist for major improvements in propulsion/aircraft performance, fuel efficiency, reduced community noise, lowered chemical emissions, increased reliability and integrity, reduced cabin noise and vibration and dramatically reduced operating and ownership cost. These are, in fact, the essential improvements that mission-optimized, high bypass ratio turbofans have provided over the past few decades for commercial and executive aviation segments. Turbofan propulsion is now the definitive means of propulsion for all aircraft except those that are the subject of this investigative research effort. It is a reasonable assumption that similarly mission-optimized turbofans could yield similar benefits for general aviation and low-density shorthaul aviation.

During the period 1984 to the present, Advanced Propulsion Inc. has performed broad ranging, internally-funded studies based upon this assumption. The studies include turbofan engine and airplane conceptual and preliminary design, comprehensive mission and tradeoff analyses and in-depth cost/business analyses. More than twenty different engine/airplane/mission combinations have been evaluated in these studies, including single and twin-engine private light airplanes, work airplanes such as crop application airplanes and package freighters, as well as low-density shorthaul airliners ranging from twelve to forty four seats. The results of these studies have been very positive in terms of the potential of mission-optimized turbofans yielding major improvements versus all the needs cited above.

In order to proceed with further technical and business developments it is prudent to further validate the assumptions and premises of the studies. Fan system design is a key element of Advanced Propulsion Inc. validation efforts for reasons made clear in the body of this report. In turbofan engines, the fan system design involves nearly all of the aircraft system-level tradeoff and optimization analyses. It is key in all the propulsion system weight, drag and fuel efficiency tradeoffs, in all the aircraft performance trades and in the final economic analyses of new aircraft products. The predications and premises of the investigations conducted in the present research were derived from the systems studies previously conducted by Advanced Propulsion Inc. This report and its conclusions show that the work has yielded a higher level of confidence in the fan system design fundamentals that were addressed.

2.0 TECHNICAL PREMISES OF THE RESEARCH

The overreaching, implied premise of the investigation is that internal momentum exchange propulsion--turbofan jet propulsion can be superior, in the several ways described above, to open propeller propulsion in applications having as little as 200 to 400 knots design flight speeds. (There is a general technical concensus that open-propeller propulsion is more fuel-efficient at these speeds and is an essential imperative for aircraft of this class.) There are no engine/aircraft examples flying that tend to substantiate this turbofan premise. There are no known turbofans mission-optimized for 200 knots cruise speed.

The first technical premise of the present study is that the fan design effort is addressed to aircraft having cruise speeds/altitudes in the shaded box of Figure 1.

The second technical premise is concerned with the selection of fan pressure ratio, a principle determinant of turbofan engine propulsive efficiency.

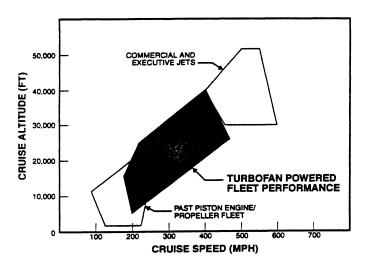
The ongoing systems and mission analysis work of Advanced Propulsion Inc. deals with the separate elements of overall propulsion system efficiency:

- CYCLE THERMAL EFFICIENCY
- o PROPULSIVE EFFICIENCY
- SYSTEM WEIGHT EFFICIENCY
- o SYSTEM DRAG EFFICIENCY

There are numerous interrelationships between these efficiency elements and between the component and engine design variables that affect them. Furthermore, there are numerous interrelationships between the engine elements and design variables and the aircraft design for which the new propulsion system is intended. A rigorous, systematic approach is required in order to define all the design variables that quantify a best set that meets the overall propulsion system efficiency goals and the aircraft size, performance and cost goals.

Fan pressure ratio is one of the engine design variables that affect the propulsive efficiency element. Selection of the best fan pressure ratio for an aircraft design cruise flight speed involves numerous tradeoffs relating to engine size, weight, nacelle drag and cost. Advanced Propulsion Inc. has made those trades for numerous aircraft point designs having design cruise speeds between 200 and 400 knots. The best solutions fall approximately on a line of pressure ratio versus cruise speed that represents a constant fan-jet ideal propulsive efficiency of 80 percent.

This fan pressure ratio versus aircraft design cruise speed relationship is illustrated in Figure 2. The term, ideal propulsive efficiency, is defined on this figure.



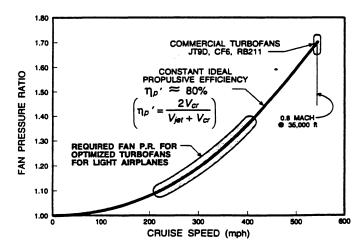


FIGURE 1. Aircraft performance envelope.

FIGURE 2. Fan pressure ratio vs speed.

2.1 FAN DESIGN BASELINES

Initial proposal baselines for the fan design were further refined as definitive baselines for the investigation. A representative fan stage was selected that would yield the broadest applicability of the study results. The stage was adapted from prior general aviation and commuter system study results. The design parameters were selected to yield very high bypass ratio turbofans suitable for airplanes having design cruise speeds from 200 to 300 knots. The stage is intended to be uprated in increments of flow and pressure ratio as a function of fan speed (rpm) and to be scaleable over a broad range. Because the smallest of the potential applications represents the toughest case for meeting efficiency and production cost goals, it was elected to study a fan sized at 19 inches diameter and corrected flow less than 40 lb/sec. The following table lists data on the selected fan and one representative uprated derivative, and Figure 3 illustrates the basic configuration and additional data.

FAN CONFIGURATION	BASELINE	UPRATE
AIRPLANE SPEED CLASS ENGINE THRUST CLASS FAN FLOW FAN PRESSURE RATIO TIP SPEED SPEED TIP DIAMETER INLET HUB/TIP RATIO BLADE ASPECT RATIO BLADE/STATOR VANE NUMBERS	200-KNOT 500-LB 38.45 LB/SEC 1.10 734 FPS 8844 RPM 19.00 IN 0.316 1.88 17/27	300-KNOT 800-LB 47.18 LB/SEC 1.19 983 FPS 11,847 RPM 19.00 IN 0.316 1.88
DRUDE ATTACK AND MOMBERS	11/21	17/27

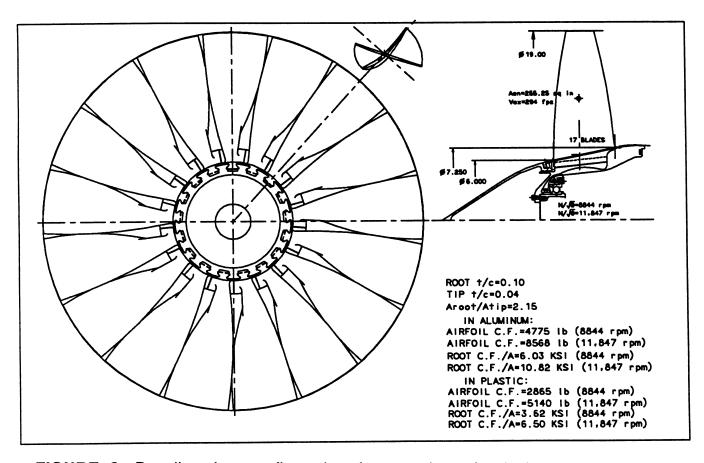


FIGURE 3. Baseline fan configuration for aerodynamic design analyses and manufacturing process/cost studies.

The initial, design-point velocity triangles for the baseline and uprated stages are shown in Figure 4. The close similarity in the triangles confirm that only flowpath adjustments will be required to accomplish both the baseline and the uprated version with the same set of rotor and stator blading. The rotor tip relative Mach number is subsonic on both stages, and the rotor is shown to have about 50 degrees of hub turning in both stages. The aerodynamic loadings, in terms of diffusion factor and other such empirical factors, are similar to the larger transonic fans in executive jets and commercial airliners. Considering these factors, the rational adiabatic efficiency goal for these stages is 92 percent.

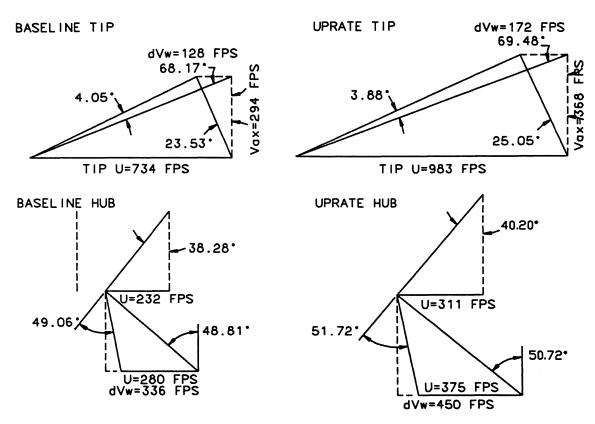


FIGURE 4. Velocity triangles for study baseline and uprated fan stages.

It should be noted that although the sea level static thrust of the uprated engine is about 1.8 times the baseline engine, the thermodynamic power is about 2.25 times as great. The increased flow and pressure ratio of the fan correlates directly with this ratio.

For purposes of this investigation, complete nacelle and bypass-duct system flowpaths were modeled for both the baseline and uprated fan stages. The initial layout of the geometry used in the aerodynamic analyses is depicted in Figure 5. The study baseline is shown above the centerline and the uprated version is shown below the centerline. The gas generator section length differs between the baseline and the uprated version by 1.75 inches. The baseline engine bypass ratio is 18.6, and the higher performance uprated engine is about 13.5. This difference is reflected in the core/bypass splitter and the core inlet flowpath geometries.

Both flowpath layouts depict variable-geometry, two-position fan jet nozzles. Thus far, it has not been determined by engine and aircraft takeoff, climb and cruise performance analyses that the two-position nozzle system is an essential feature for good performance matching. A full set of engine component off-design maps will be required to obtain adequate performance data to make the determination.

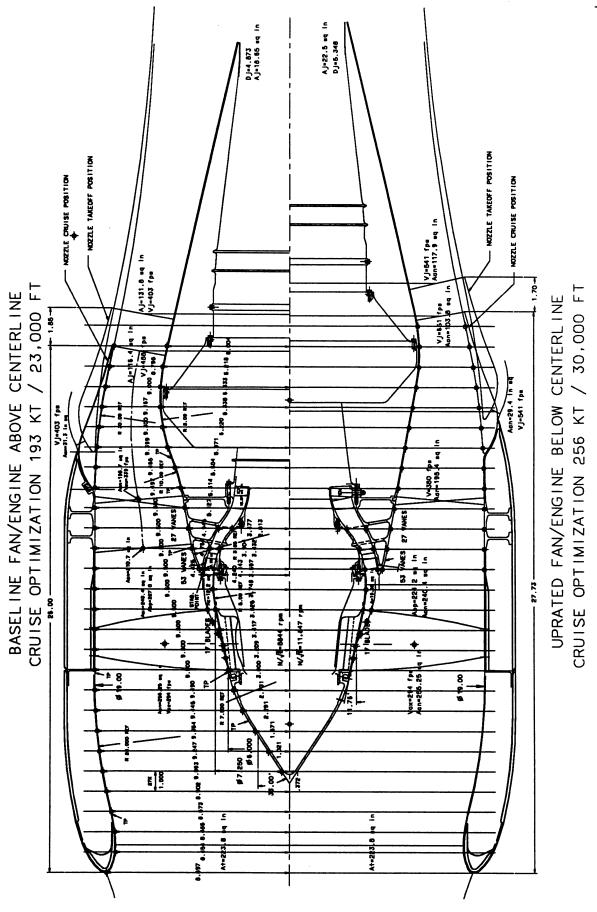


FIGURE 5. Fan system flowpath layouts of baseline and typical uprated turbofans.

3.0 LOW-COST MANUFACTURING INVESTIGATIONS

System studies on general aviation and commuter aircraft are conclusive--substantial cost reductions are required in gas turbine propulsion systems if general aviation and commuter customers are to have the enormous benefits of turbine propulsion. Advanced Propulsion Inc. has determined that there are numerous cost reduction opportunities in predicating new propulsion product lines for these markets. The use of new, lower-cost materials and manufacturing methods applicable to the new classes of is, of course, a fundamental imperative. The fan systems of these potential, new product lines present significant opportunities for advantageous changes in design and manufacture. Larger, more robust fan systems, both rotor and stator elements, and much lower rotor tip speeds are the enabling factors for the future 200 to 400 knot class aircraft propulsion systems that are the subject of this investigation. The change from titanium fan rotors to aluminum or reinforced plastic (composites) has a potential for cost reduction up to a factor of ten. A further substantial cost reduction potential exists for use of these materials in an integrated assembly of fan stator and front frame.

The investigative approach for the present study was to design a 17-bladed fan rotor and a 27-vaned bypass stator/front frame assembly. Such designs could alternatively use aluminum alloys or fiber reinforced plastic, and be produced by relevant high volume rate means.

In the case of aluminum, the rotor could have loose blades and a separate rotor hub. The blades would be precision forged to finished dimensions on all surfaces except the dovetail attachment which would be NC machined. Alternatively, the rotor could be an integrally-bladed (blisk) configuration. Preliminary manufacturing drawings were prepared for these two configurations. These drawings, Figure 6 and Figure 7, were evaluated by several engine parts suppliers. Two clearly best quotations were obtained.

In the case of plastic, an extensive review of candidate materials and production methods was made. The continuous fiber layup method was rejected on the basis much higher cost than the precision injection molding alternative. For the injection molding, a proprietary, graphite fiber/fluorocarbon reinforced polyamide-imide resin was selected on the basis of its having adequate mechanical and heat resistant properties for this application. The drawing prepared for vendor review and quotations is show in Figure 8.

The lowest quotation on the precision forged blade candidate was \$86.00 each at volume rates of 2000 per month, with one-time \$93,700 tooling charge. The cost was estimated for the forged aluminum, NC-machined hub, assembly and balancing for a total rotor cost of approximately \$2500.00. A further estimate was made of the stator elements of a precision investment cast front frame, and the total fan system cost was totaled at about \$4000.00 in quantities greater than 1000 units per year. Advanced Propulsion Inc. estimates that this is about 20 percent of the cost a similar-size titanium fan system on a typical low-volume turbofan engine produced for executive jets.

The lowest quotation on the blisk configuration was a ROM estimate of less than \$2200.00. Advanced Propulsion Inc. performed cost analyses on its own propritary NC machining and tooling concept. With these methods, total rotor cost is estimated at \$1740.00 at production rates between 1000 and 4000 units per year and total fan system cost was estimated at \$3800.00 per unit.

The supplier of the proprietary injection molded plastic spent substantial effort in preparing a molded fan blade proposal. Engineering discussions suggested a potential unit price in the area of \$25.00. In a separate business decision, the supplier finally declined to submit their quotation. The limited scope of this project prevents further development of injection molded plastic alternatives, despite the low-cost promise.

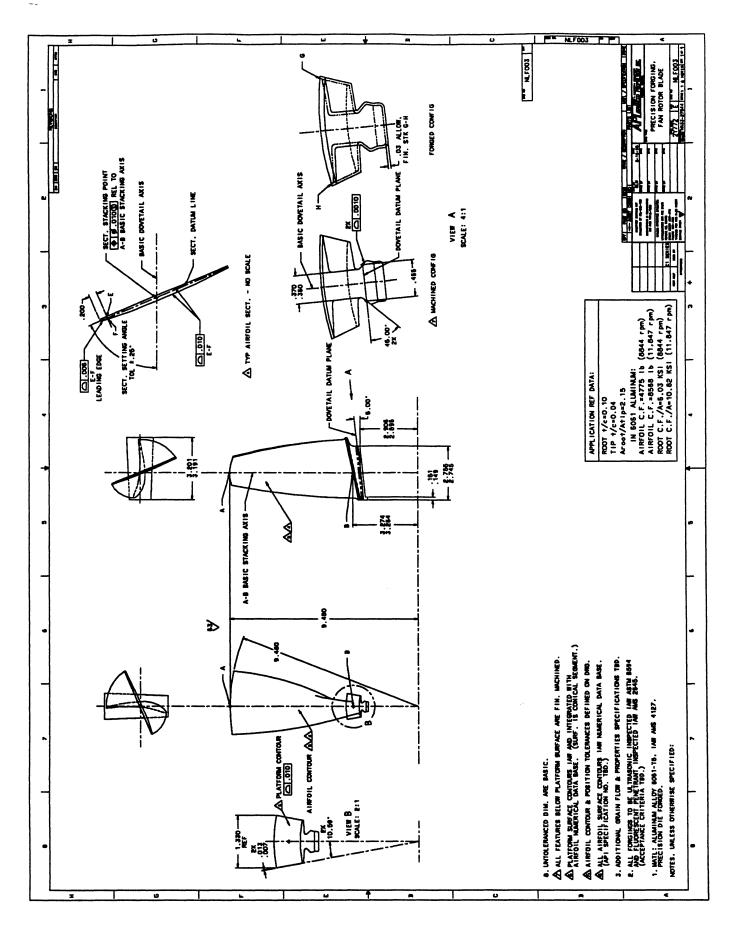


FIGURE 6. Precision forged fan blade preliminary manufacturing drawing.

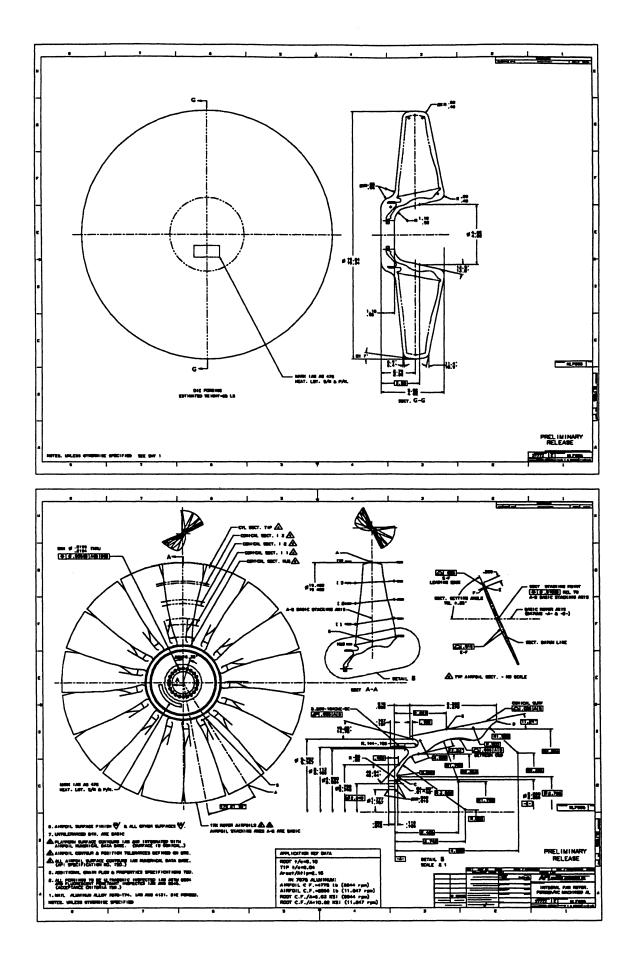


FIGURE 7. Forged aluminum, NC-machined blisk preliminary manufacturing drawing.

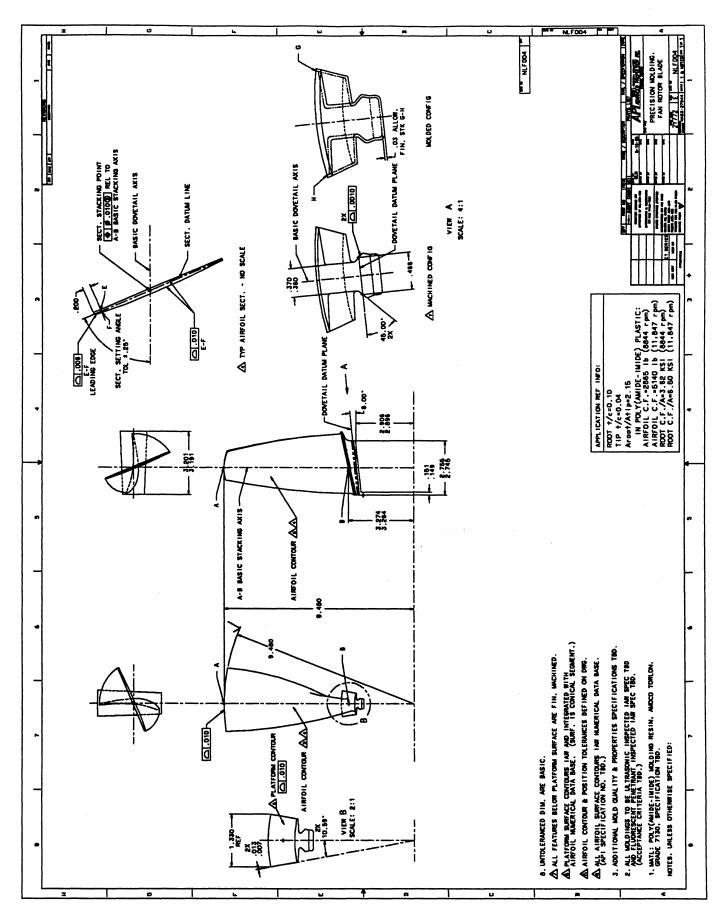


FIGURE 8. Precision molded Torlon fan blade preliminary manufacturing drawing.

4.0 AERODYNAMIC DESIGN AND ANALYSIS

The aerodynamic design and analysis effort was structured to carefully follow the design premises of the baseline stage preliminary design described in Paragraph 2.0 and 2.1. The following is a partial list of the many parameters incorporated in the design/analysis model:

- o Design Corrected Flow, 38.45 lb/sec
- o Design Point Pressure Ratio, 1.10
- o Inlet Axial Velocity, 294 ft/sec
- o Inlet Hub/Tip Ratio, 0.316
- o Inlet Tip Diameter, 19.00 in
- o Rotor Corrected Tip Speed, 734 ft/sec
- o Rotor Corrected Speed, 8844 rpm
- o Rotor Blade Aspect Ratio, 1.88
- o Blade Root Thickness/Chord, 10 percent
- o Blade Tip Thickness/Chord, 4 percent
- o Number of Rotor Blades, 17
- o Stator Vane Aspect Ratio, 1.8
- o Number of Stator Vanes, 27

The commonly-used U.S. Air Force compressor design program, UD0300M, was used to model and perform parametric analyses on the baseline fan stage. (The version of the code obtained from the Air Force lacked an output data plotting routine and did not include provision for splitting core/bypass flow ahead of the fan stator. Writing new code, Advanced Propulsion Inc. was able to correct the latter deficiency but not the former.)

Initial runs of the baseline stage configuration clearly demonstrated that the preliminary design was valid. Appendix A of this report is a complete output of one of these runs showing over 90 percent isentropic efficiency.

It was originally planned to perform a broad range of parametric analyses, including variable parameters such as diffusion factor, aspect ratio, rotational speed, finish and tip clearance. The continuing difficulties in using UD0300M made this impractical, and high efficiency predictions in the early results obviated the need.

The parametrics that were performed were encouraging however. For example, modelled with substantially higher axial velocity and lower diffusion factors, the stage was shown to drop about 1.5 percent in efficiency. This demonstrated that the initial baseline is essentially correct. In a later effort, rotor hub contouring was explored, resulting in a stage efficiency increase of about one percent. This put adiabatic efficiency near the 92 percent efficiency goal.

The final blisk rotor configuration with the beneficial hub modification is shown in full scale in Figure 9.

It is essential that low pressure ratio fans for lower flight-speed airplanes have good operating characteristics, including high surge margins at the design point, broad efficiency islands and broad flow range between surge and choke. In an initial evaluation, the baseline stage was shown to have these desireable characteristics.

The limited scope of this program prevented full development of a definitive fan stage aerodynamic design. The program did achieve a well developed go-foward baseline and the analytical results yielded high confidence in the potential to achieve 92-to-93 percent efficiency with implementation of a computational fluid dyanamics design effort.

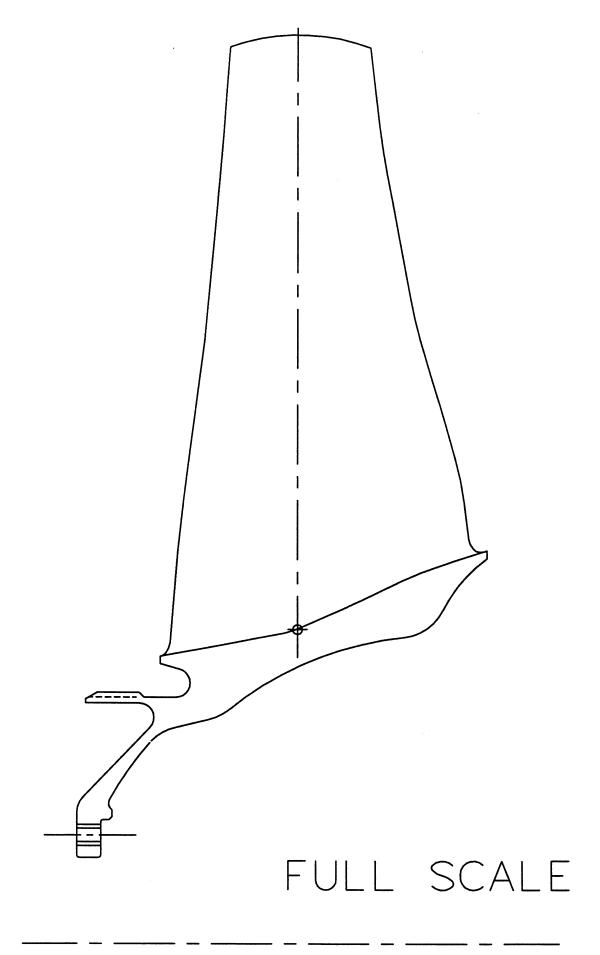


FIGURE 9. Final blisk rotor configuration from aerodynamics design/analysis effort.

5.0 MECHANICAL DESIGN AND STRUCTURAL ANALYSIS

The mechanical design and structural analysis task element of the program was structured as an extensive preliminary design review. It covered essentially all design suitability elements applicable to the fan system of a FAR Part 33 certified turbofan engine. To assure that the low-cost, efficient fan system designed in this program is valid in terms of stringent engine mechanical design criteria, the effort was comprehensive. The list of criteria examined in this program is provided in Figure 10.

The ability of the fan system design to meet one-pound and four-pound bird strike criteria for FAA certification is of utmost significance. It is the usual concensus that only carefully designed and tested, larger titanium fans on engines for executive and commercial aircraft can meet this test. Advanced Propulsion Inc. has determined by extensive analyses that the aluminum, blisk-configuration fan defined in this program will also meet the criteria and pass the one-pound and four-pound bird strike test.

The Figure 11 through Figure 16 show the detailed bird strike evaluation methods and results. The material presented in these figures is comprehensive and self explanatory. It should be noted, however, that the blisk material of choice was changed from aluminum alloy 6061-T6 to alloy 7075-T73 in order to provide substantially greater stress margins for bird strike events and increased fatigue life.

The low blade rotational and relative velocities of the low-cost, efficient fan system design are important factors in the ability to meet bird strike criteria. This same feature of the design contributes to its remarkable resistance to rain and sand erosion. A similar amount of work was done on the erosion problem, but this work is not presented in detail in this report. The basic result is that the low-speed aluminum fan calculated erosion rate is almost exactly equal to the rate on conventional high-speed titanium fans. Also, it was concluded that the performance degradation effects will be less on the aluminum fan because the airfoils have more robust thickness/chord ratios and leading/trailing edge thicknesses, plus, the fact they operate in the low-to-medium subsonic range--not the transonic/supersonic range of typical titanium fans.

The blade airfoils were modelled for extensive computer stress, deflection and vibration analysis under dynamic and aerodynamic loads. The results provided in representative plots included in Appendix B show that the current design is a conservative, successful design. A further indication of this is illustrated in the classic Campbell Diagram depicted in Figures 17 and 18. The various vibratory modes are exactly where they are desired to be versus the rotational speed scale. Figure 17 through Figure 22 show the methods and results of the analyses of vibration margins, low cycle fatigue and high cycle fatigue. The predicated Installation Manual (IM) limits distortion limits are well above typical field distortion. The overall structural analysis results indicate the low-cost, efficient fan design is conservative and successful.

The precision-forged, loose-bladed configuration and the reinforced plastic configuration, as well as the aluminum blisk, were carried through the entire structural analysis task. A complete dovetail design/analysis effort was conducted for both the aluminum and plastic blades, enabling the loose-bladed option to be exercised if it were determined to be the low-cost option. (The blisk configuration was finally selected.)

One of the principal goals of the mechanical design and structural analysis tasking was to assure that the design met a fan system weight goal of less than 15 pounds. The goal was achieved. The solution fan rotor blisk weighs an estimated 9 pounds and the stator elements of the front frame assembly weigh 5 pounds. The total estimated weight of 14 pounds is about one-third the weight of a conventional, constant-speed propeller system capable of absorbing the same 200+ horsepower load.

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                                                                                                                                                                       MAX OPERATING TEMP 200 DEG
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                                                                                                                                                                                                                                                                                                 BIRD
                                                                                                                                                                                              ONE, I.O LB BIRD @ T/O CONDITION, V=NORMAL FLIGHT UP TO
                                                                                                                                                                                                                                                                                       ONE,4.0 LB BIRD @ 200 KNOTS
CONTAINED,MOUNTED,SHUTDOWN,NO FIRE
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 00.000 CYCLES BLADE & DISK ATTACHMENT (BLADED DISK)
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 1.5 BLADE IMBALANCE FOR BLADED DISK
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                25% MARGIN ON DISK DIAMETRAL VIBES
                                                                                                                                                                                                                                                               75% THRUST POST EVENT
                                                                                                                                                            NPRM PROPOSED RULES FOR BIRD
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     1.0 AIRFOIL IMBALANCE FOR BLISK
                                                              9000 RPM, 747 FT/SEC TIP SPEED
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     VO ATTACHMENT UNZIPPERING
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                                       MECHANICAL DESIGN SPEED
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19 INCH FAN. 17 BLADES
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    BLADE OUT
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 VIBRATION
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CDI ALLOWED (3E) OF 3% FOR BLADED, 2% FOR BLISK @ RESONANT SPEED

FIGURE 10. Structural design criteria and requirements list for low-cost fan system.

FOD

GYRO

LGF

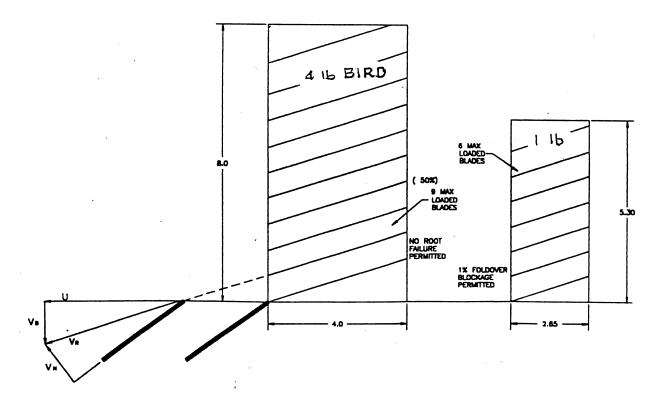


FIGURE 11. Bird slicing at 100 knots -- (maximum MVn at 100 knots).

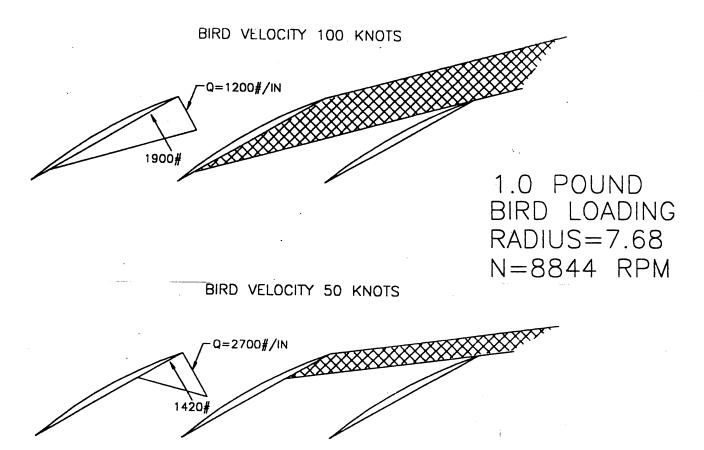


FIGURE 12. Lower bird velocity maximizes unit loading at leading edge.

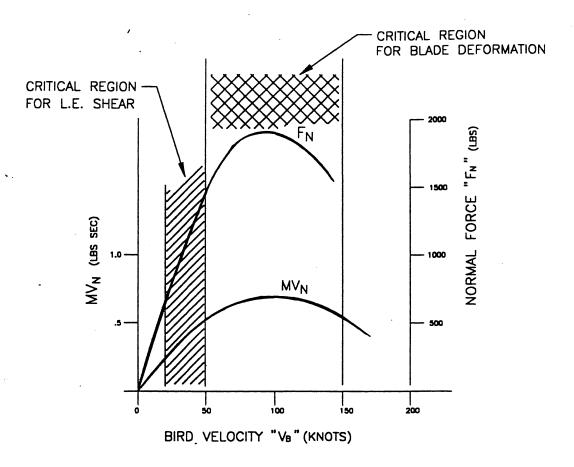


FIGURE 13. One-pound bird strike, 7.68-in radius, 8844 rpm -- two critical regions.

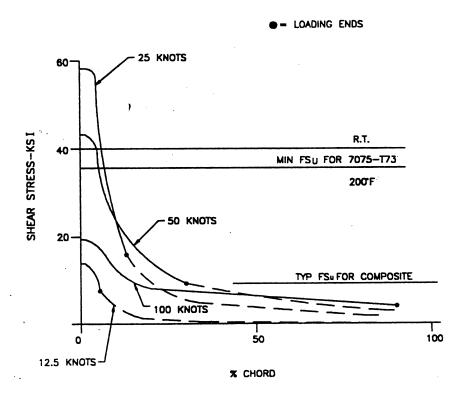


FIGURE 14. One-pound bird strike, 7.68-in radius, 8844 rpm -- shear stress vs chord.

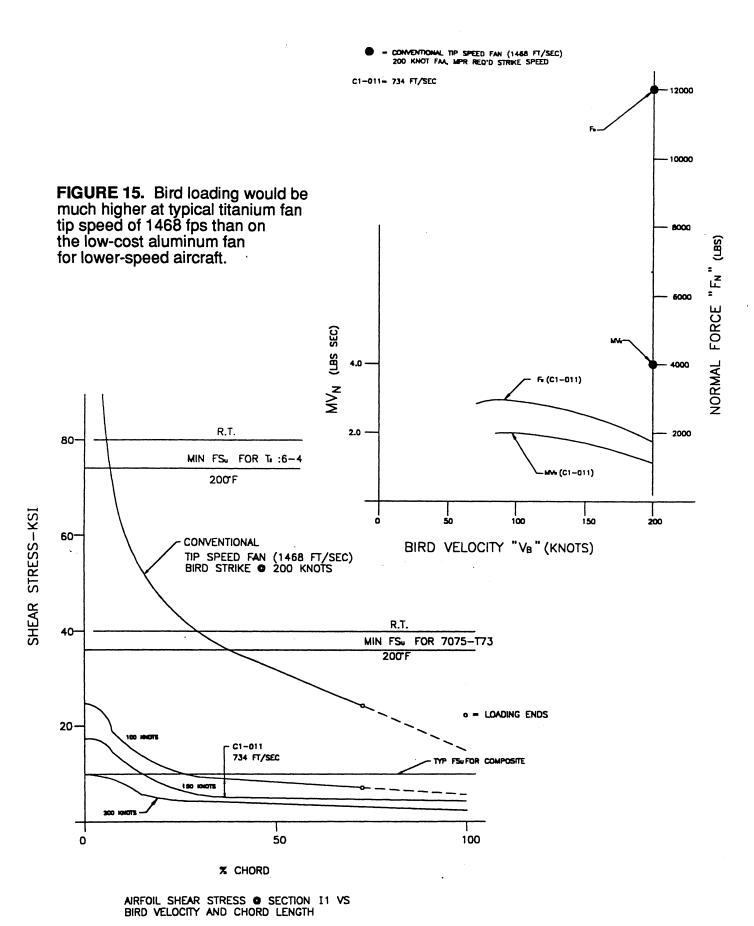
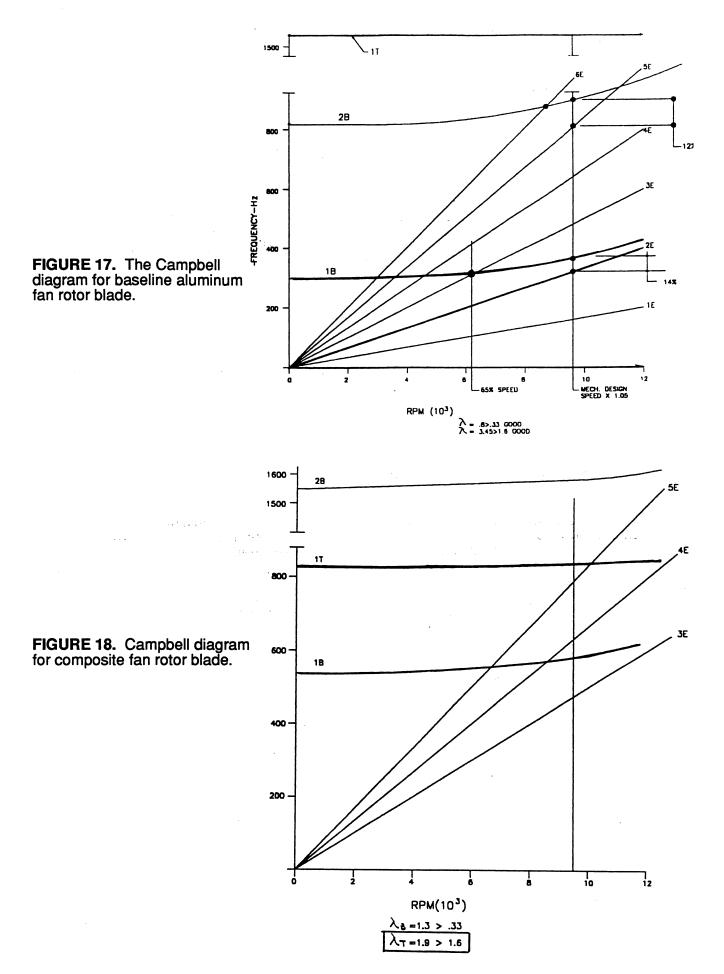
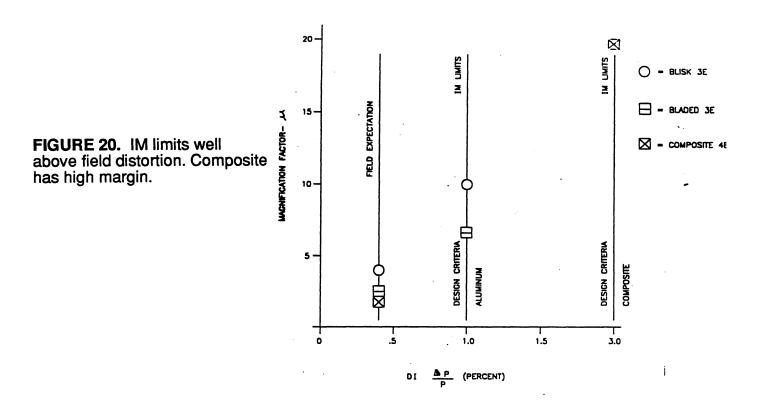


FIGURE 16. Shear stress margin is higher on low-cost aluminum fan than on a conventional, high tip speed titanium fan for 0.8 Mach aircraft.



THARMONIC CONTENT

FIGURE 19. Typical inlet distortion decrease with tip speed and harmonic order.



NASA/CR-2003-212476

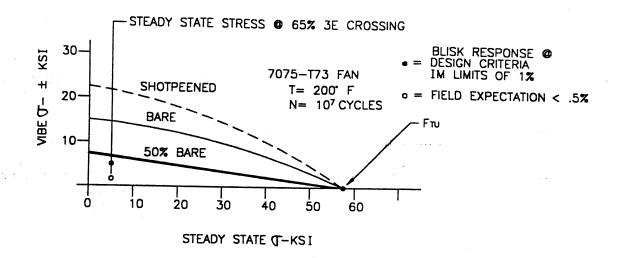


FIGURE 21. Aluminum blade meets 50% criteria for high cycle fatigue at IM limits. Add shot peen processing for increased robustness.

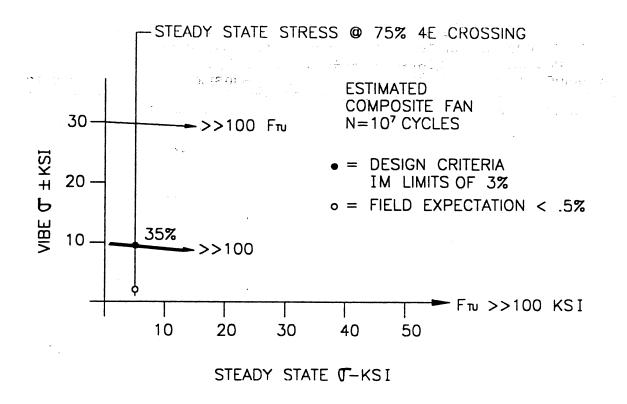


FIGURE 22. Composite blade has high vibration margin. IM limits have factor of three.

6.0 FAN-TECHNOLOGY APPLICATIONS AND BENEFITS

The efficient, low-cost fan system as defined in this investigation is applicable to turbofan engines in the 500-to-5000 pound thrust range, mission-optimized for shorter-range, lower-speed aircraft. General aviation and low-density, shorthaul aircraft represent about eighty five percent of all aircraft in the world. Their missions specifics are such that 200 to 400 knots is the pertinent cruise speed range. Turbofans of much lower fan pressure ratio, and higher consequent bypass ratio, are required for optimal aircraft mission performance in this cruise speed range.

The prior general aviation private aircraft system studies conducted by Advanced Propulsion Inc. provide substantive evidence that fans of this kind are essential to meet future requirements for private aircraft takeoff, climb rate and cruise performance, fuel efficiency, 90% reduction in community noise and 95% reduction in cabin noise and vibration.

6.1 LOW-DENSITY, SHORTHAUL AIRLINERS

Typical missions for low-density, shorthaul airliners dictate performance optimizations for stage lengths ranging from 75 to 250 miles and payload/range capability to give three stages between fuelings. About 10,000 such airplanes in worldwide service have cabin capacities in destinct groupings; e.g., 8-12, 19, 30 and about 45 passengers. Airliners having greater capabilities than this so-called commuter class are properly termed regional airliners.

Past low-density, shorthaul airliners are all powered by piston/propeller and turboprop propulsion systems made available by engine and propeller manufacturers. All these airplanes have cruising speeds in the range of 200 to 300 knots--essentially optimal for the shorter stage lengths on which they are used.

Advanced Propulsion Inc. has conducted extensive system studies of optimized-turbofan propulsion for airliners having exactly the same capacity and performance capabilities as the past, existent world fleet. Figure 23 is a three-view drawing of a 19 passenger study aircraft. It is annotated with a large amount of technical data.

Figure 24 is a table comparing pertinent data on this preliminary design with data on two existent airliners having comparable capacity and performance in every aspect. The salient attributes of the turbofan-powered study airplane are that it is about three-quarters the weight of the turboprops and has about three-quarters the mission fuel consumption. Not shown on the chart are the estimates of 12 EPNdB lower takeoff and sideline noise and about 15 dB(A) reduction in cabin noise and vibration levels.

The engine in this preliminary design would use a fan of the kind that is subject of this investigation. The 29-inch diameter fan would pass 118 lb/sec of corrected airflow and have a pressure ratio of 1.145. The turbofan predicated has 1800 pounds thrust and a bypass ratio of about 15. This turbofan is merely typical of a variety of engines studied that are applicable to 200-to-300 knot class low-density, shorthaul airliners ranging from 12 to 66 passenger capacities.

After two decades of growth in the regional-airline turboprop fleets, a sudden and unexpected change of course is underway. During the past four years, two new turbofan-powered, 50-passenger regional jets have come to dominate this market, garnering orders for about 650 airplanes. Development of additional, smaller and larger turbofan-powered aircraft for the regional market have been announced. All of the new airplanes will be produced by overseas manufacturers. The U.S. producers that once dominated the small turboprop airliner markets are no longer major competitors.

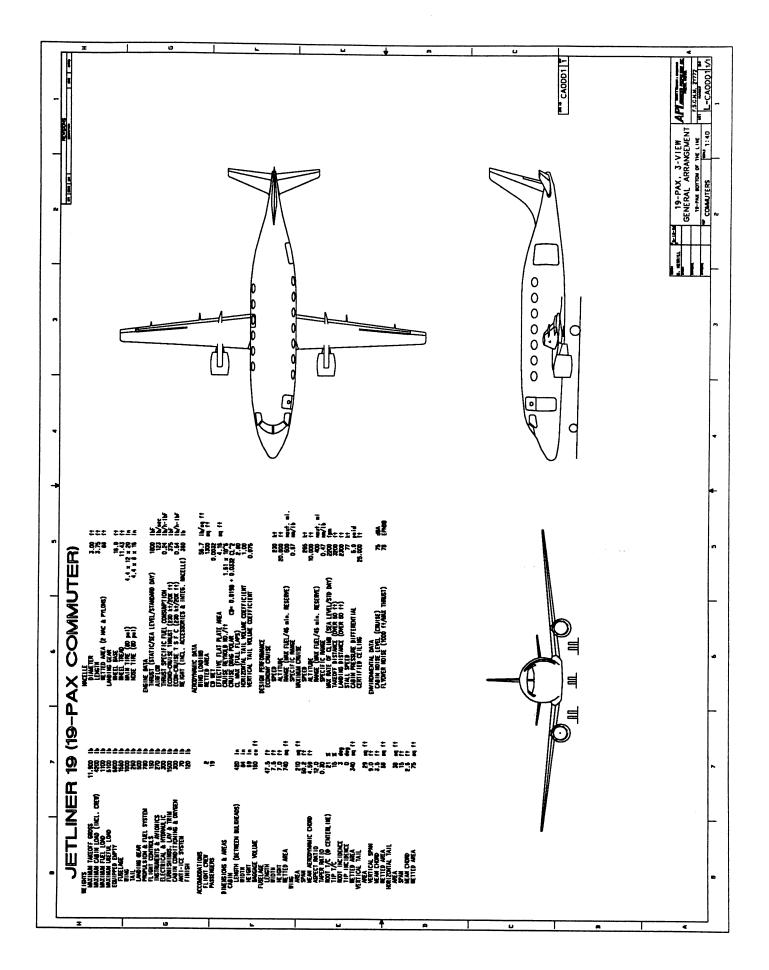


FIGURE 23. 19-Passenger low-density, shorthaul airliner preliminary design study.

PROPULSION SIZE/TYPE ACCOMODATIONS ACCOMODATIONS MAX TAKEOFF WEIGHT (Ib) INST'D. PROPULSION WEIGHT (Ib) MAX DAYLOAD (Ib) MAX PAYLOAD (Ib) MAX FUEL (Ib) MAX PAYLOAD (Ib) MAX FUEL (Ib) MAX PAYLOAD (Ib) MAX PAYLOAD (ID) MAX	NER 19 RAYTHEON 1900C 800 LBf TWO 1100 SHP OFANS TURBOPROPS COEW/19 PASSENGERS 900 16,600 8700 8700 20 1890 100 2848 12,000 285/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000 256/8000	1WO TURE TWO PASS 263 230 230 675 (P
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(lb) EIGHT (lb) ('kt/ft) LT (kt/ft)		TWO CREW/19 PASSENGERS 15,212 9570 1690 5642 3980 3024 263/15,000 230/25,000 675 (PLUS RES.)
(lb) EIGHT (lb) LT (kt/ft) LT (kt/ft)		15,212 9570 1690 5642 3980 3024 230/25,000 675 (PLUS RES.)
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		263/15,000 230/25,000 675 (PLUS RES.)
		230/25,000 675 (PLUS RES.)
		675 (PLUS RES.)
		0.45
MAX RATE OF CLIMB (ft/min) 2200		2080
TAKEOFF DISTANCE (ft) 3200	3260	3200
STALL SPEED (kt) 77	77	98
WING AREA (sq ft)	10 303	271.3
WING SPAN (ft)	0.2 54.5	. 52.0
FUSELAGE LENGTH (ft) 47.5	7.5 53.1	44
FUSELAGE DIAMETER (ft) 7.50	50 5.8	6.5
CABIN WIDTH (in)	54	73
(in)		71
SEAT PITCH(in) 31	30	29
BAGGAGE VOLUME (cu ft) 150	50 182	06
CABIN NOISE LEVEL (dbA) 75	.5 90	93
ESTIMATED PRICE \$2,700,000	00,000 \$3,500,000	\$3,800,000

FIGURE 24. Favorable comparisons of 19-passenger turbofan study airplane with existent 19-passenger turboprop low-density, shorthaul airliners.

The explosive growth in the new, smaller regional jet market is accounted for by two principal factors. First, passenger acceptance is phenomenal. The airplanes are being used on some routes where passengers have come to expect turboprop service-service that has become increasingly unacceptable to travelers. Second, the airplanes are adequately low in total operating cost on stage lengths averaging 300 miles or greater. Although the turbofan engines on the small regional jets are all optimized for 0.80 Mach in the stratosphere, they provide reasonable seat-mile fuel burns on route stage lengths of 300 miles or more.

An upshot of the new regional jet market is that airlines are withdrawing from short-stage-length commuter markets while expanding into increased-stage-length regional markets. They are, thereby, depriving an increasing number of small communities of scheduled passenger service. Twenty years ago, average low-density, shorthaul stage lengths were about 100 miles. Today, average stage lengths are approaching 200 miles, and they are increasing rapidly.

As new turbofans were the enablers of the new regional jet aircraft and the expanding regional airline markets, it is reasonable to believe that additional, new mission-optimized turbofans could yield new aircraft for a revitalized, true, low-density, shorthaul market. It has been shown that it would be advantageous for the new turbofans to use the fan system designs investigated in this study.

6.2 REDUCED NOISE WITH EFFICIENT, LOW-COST FANS

The low tip speed, low pressure ratio fans that are subject of this investigation are expected to yield engines and aircraft having much lower community noise levels than any previously available examples.

On average, properly matched engines using these fans will have both core and fan jet velocities less than half those of typical executive jet and commercial airliner turbofans. Combining the eighth-power-of-velocity law (applying to jets) and the fact that the engines will be substantially lower in thrust level, the average engine exhaust signature will be about 30 dB quieter than the average executive jet turbofan engine. It will be far quieter in takeoff, sideline and 1000 foot flyover noise than any governmental regulations currently in effect or even visualized.

All but the highest pressure ratio versions of the efficient, low-cost fans premised in this study will have subsonic tip relative Mach numbers. Therefore, the characteristic buzzsaw signature contribution of transonic fans will be subliminal or non-existent. With fan blade passing frequencies of 1000 hertz or less at approach thrust settings, it is expected that approach noise profiles will be about equal to the aircraft on which the engines are installed.

Furthermore, on the smaller turbofans to which this fan technology is applicable, the core compressor, core turbine and fan turbine blade passing frequencies are all well above the audible range of the human ear at normal thrust settings, from flight idle to maximum. Their contributions to aircraft noise will be nil.

A specific evaluation was made of the 500-pound thrust class turbofan using the 19-inch diameter fan subject of this study. In a comparative analysis, it was determined that the 1000-foot maximum-power flyover noise signature of a bare, unattenuated engine would be less than 65 EPNdB. This is less than the background noise level of a typical suburban general aviation airport.

7.0 CONCLUSIONS

The conclusions that Advanced Propulsion Inc. has drawn from the results of i investigation are as follows:

- 1. Conventional fan design practices and normal blade and vane aerodynam loading parameters can be used to design low-tip-speed fans for turbofan engines that are, in all respects, mission optimized for 200-to-400 knot aircraft.
- 2. Low-tip-speed fan rotors and their accompanying stators can be produced fro aluminum alloys and some reinforced plastics at substantially lower cost than the titanium alloy fans that are current practice on executive jet and commercial airling turbofans. Based in the investigation results, the preferred, low-risk configurations a aluminum alloy, integrally-bladed, NC-machined (from near-net-shape forging), blis rotors. For stators, the preferred solution is aluminum alloy, precision-investment-cast integrated stator and front frame assemblies. Total fan system manufacturing cost expected to be less than one-fifth that of similar-size titanium fan systems.
- 3. When produced in quantities associated with general aviation and low-densit shorthaul aircraft, the efficient, low-cost fan systems will have equal manufacturing co and will weigh about one-quarter as much as constant-speed propellers capable absorbing the same power.
- 4. The first-cut preliminary design of an example fan system yielded a predicte efficiency of more than 91 percent adiabatic efficiency at 1.10 pressure ratio. It reasonable to expect that design refinement with advanced CFD methods, combine with test rig development, will yield efficiencies in the range of 92 to 93 percent. It expected this level of efficiency can be attained over the range of pressure ratios of 1.0 to 1.35 and corrected flows between 35 and 150 pounds per second.
- 5. Thicker, tailored blade sections and much lower rotational speeds yie substantial structural design margins for meeting FAA certification requirements f 1-pound and 4-pound bird strikes.
- 6. Similarly, robust, subsonic blade sections and lower rotational speeds yield dust and rain erosion resistance equal to or superior to conventional, high-spectitanium fans.
- 7. Further structural design evaluations confirm the adequacy of low and high-cyc fatigue lives, adequacy of lightweight blade containment and potential for lightweig blade-off design solutions.
- 8. Future turbofan engines using the efficient, low-cost fan system design metholand parameters used in this investigation will have lower community noise levels, by usual measuring methods, than any previous aircraft propulsion systems, by as mulas 24 to 30 EPNdB.
- 9. The overall propulsive coefficient, including adiabatic efficiency, ideal propulsi efficiency and nacelle drag, of the efficient, low-cost fan system is greater than typical, installed efficiency (including additive aircraft drag) of open propellers.
- 10. Future general aviation private light aircraft and low-density shorthaul airline can benefit from this fan system technology in terms of greater aircraft performant lower aircraft weights, improved fuel efficiency and much lower levels of commun noise and cabin noise/vibration.

APPENDIX A FAN STAGE AERODYNAMIC DESIGN UD0300 PROGRAM OUTPUT FILE

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5.0000 5.0000	STATION 19 SPECIFIED BY	NEX	6.000 6.000	STATION 20 SPECIFIED BY	NTSX	B. 0000	B. \$600	STATION 21 SPECIFIED BY	NTSX	9.000	9.000	STATION 22 SPECIFIED BY	NLSX	10.000	3	STATION 23 SPECIFIED BY	NESX	11.0000	11.000	ON 24 SPE	NTSX	12.0000	STATION CALCULATION DATA	STATION 1 NDATA=			STATION 2	ONTER	1= 0 NPLOT2=	n 8	**************************************	. 0 N.2	1- O NPLG	4 M	NDATA - ONTER	0 NOUT2			0	1= 0 NPLOT2=	*	MINISTRA . O NTERP .	. O M.2
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	6.2783	7.5976	B. 9020	RADIUS AXI	1.0210	3.4735 4.2677	5.0038 5.7089	7.0721	8.4151	PAULIS AYT		2.7937	4.4094	5.8319 6.5185	7.1986 7.8770	8.5584 9.2470	RADIUS AXI	2.2910	3.1067	4.5774 5.2755	5.9609 6.6392	7.3150	8.6738 9.3640	RADIUS AXI	2.7310 3.3826	4.0740	6.0887 4.7528	7.4175	8.7604 9.4450	PADIUS AXI	3.5304	4.2022 4.8686	5.5298 6.1893	7.5085	8.8330 9.5000	PADIUS AXI	3.0000	4.3522 4.9903	25.5	8.2309
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6-25-95	EXIT = 6.2500	WILING EDGE	0.0				STREAM INE AR	7	8/2			L-COORDINATE	.000	3.0237	5.3801	6.0963	7.4907 8.1842 8.8970	L-COORDINATE	0000	3.0941	3.9187	5.3886 6.0736	7.3532	7.7328 B. 4540	7	2.2345	3.9878	5.4200	6.7338	7.9329 B.4860	L-COORDINATE		3.3216	4.7856 4.7856	6.1514 6.8034	7.4381	L-COORDINATE	0000	3.0191 3.0191	4.9567 5.2626
RESULTS, OUT	FRACTION OF COPPUTING STATION LENGTH AT BLADE EXIT = 6.2500	LOSS/LOSS AT TRAILING EDGE	9.6	00	1.0000		PROPORTIONS OF TOTAL FLOW BETWEEN HUB AND EACH STREAMLINE ARE TO FOLLOWS	2 22.		1.0000		AXIAL COORDINATE	-10.0000	-10.0000	-10.0000 -10.0000	-10.000	00000	AXIAL COORDINATE	-9.0000	0000	-9.0000	-9.0000 -9.0000	-9.0000 -9.0000	-9.000	AL COORDINATE	-8.0000 -8.0000	ei ei e	9000			AXIAL COORDINATE	-7.0000	-7.0000 -7.0000	-7.0000 -7.0000	-7.0000 -7.0000	-7.0000	-7.0000 AXIAL COORDINATE	-5.0000	5.241 5.45 145 145	-5.5306 -5.6128
2	STATION LEN						FLOV BETWEEN	3 3		.7168 .8532	COORDINATES	RADIUS AXI					7.4907 B.1842 B.8970	RADIUS AXI		2.1102	3.9187	5.3886 6.0736	6.7300	7.9326 B.4540	RADIUS AXIAL	2.2345	3.1982 3.9878	5.4200	6.7338 7.3488	7.9329 8.4860	RADIUS AXIA	_				7.4381 8.0591	B.6730 PADIUS AXIV		. 5290 . 3706 . 1637	
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O NPLOTS-			O NLITER	O NIDATA2: O MPI OTS:																				FOR BLADE		TERS TIP	6	0000	866	00600	.00900	08600	.01100	.02040	.02700	FOR BLADE		TERS		9690 9690	00750	00600	.01150	.01320	02020	02470	.02940	.04170	BLADE CLASS		
O NPLOTS= O NPLOT4=			O NEWER				E BLOCKAGE	0000	800	0000 0000	9000	900	00000	888	888	0000	9000	00000	0000	800	900	88		/ DIFFUSION FACTOR CURVES		PARAHE		0000	866	866	868	09600	01110	.01270 .01520	.02450	FACTOR CURVES		PARAME	2	003 04 04 04 04 04 04 04	.00450	00900	06800	.01020 .01200	01450	2128	.02640 .03180	0.00	CURVES FOR 1	LOCATIONS	
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							NATION .	N.ITER- 0	NDATA2= 11 NPLOTS= 0											LIDEK=0.5.0R	ВВИКВВИВОВИНЕНИЯ										NAORK - 1	MLITER- 0 NDATA2- 11	NPLOTS= 0									1	NAJORK-0,5,0R 6 ONLY DESINDENDERINDENDEN								
1.85861	1.71073	1.45354	1.32646	1.04895	8		- FLORE	NCURVE-	NBLADE: 17 NPLOT4: 0			DATA6	9000	88	0000	88	8 8	8	88	DATZS	_			1.83861		1.45354	1.19631	1.04895 .88297			NEWCH .	NCURVE 17	MPLOT4		DATA6	000	88	8 8	8 8 8 8	900	88		DAT25	22.24	2.20638	1.99146 1.63861	1.71073	1.45354	1.19631	1.04895	
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.5299	8134	-1.8159	-1.9514	-2.2331	2:00:		MTEDO .	Z Z	NOUT2 - NPLOT2:	9.1		DATAI	15.958	15.932	15.903	15.891	15.889	15.889	15.891	DATZX		20.0195	16.0619	6.3990	2.2058	-2.6944	-5.4790	-9.3492 -11.9606		•	TERP -	 §ç	NPLOT2=	1.0	DATAL	16.273	16.219	16.205	16.190	16.186	16.188	16.190	DATZS	1961	32.2080	22.1990 14.4257	6.8627	-2.9501	-6.3959 -9.4879	-16.5031 -20.6508	
			7.6852			FATION 15	HAMMAN TAL		NOUTI - O	SPEED -		DATAC	0000	1864	.2834	4828	.5845 .794	7908	0000	DAT2C	1	000	828	62BS 2266	45.14	7.0772	3139	9132 5000		TATION 14	NDATA • 11	- 5 - 5 - 5	PLOT1 -	SPEED .	DATAC	0000	.1829	27.8	.4785 2015	6189	8939	88	DATZC							8.9145 9.5000	

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- 1	AILING EDGE OF A BLADE F BLADES IN ROW = 17.	RELATIVE RELATIVE HACH NO. FLOW ANGL	# # P	B.A.	.5003 -48.392 .5357 -52.325 .5710 -55.888	74	DELTA P LOSS DI A-BLADE COEFF FAC	01681	9408 .01658 .0 9725 .01683 .0 0238 .01688 .0	.01677 .01628	STATION S	RATIO 1.0409 1.0429 1.0420	969	. 0124 1.0406 . 0125 1.0406 . 0126 1.0406 . 0126 1.0406		L O C I T I E S L AXIAL 383.48 380.73	374.00 368.70 363.33 363.33	333.16 343.43 315.46 314.30	RADIUS OF CURVATURE (	-66.16 -73.45 -105.92 -119.48	-78.88 3.866 -38.96 3.293 -21.21 2.719 -27.51 2.182	.00 RESTEMPE	STATIC TOTAL 13.9618 528.322 1 14.1092 528.121	528.042 528.016
	OR AT THE TR	BLADE RELATIVE SPEED VELOCITY			492.94 555.56 542.12 595.17 591.22 634.71		BLADE LEAN DEL ANGLE ANGLE A-F		.000 -3.003 .000 -2.046 .000 -1.090		5.269 THROUGH STA	9278 9628 9628	.9500 .9500 .9416	.0406 .9245 .0406 .9163 .0406 .9097 .0407 .9101	TELD DESCRIPTION	4		351.55 96.29 341.68 89.72 315.60 83.95 334.30 78.54	080 L-C	4	1.7003 5.0491 1.6677 3.6814 1.6318 4.3135 1.5947 4.9332	6.13	NUMBER TOTAL (14063 15.6423 13.3843 15.6226 14	15.6097 15.6010
Page 8 of 32	STATION 13 IS WITHIN ROTATING AT 8844.0 P	STREAM RADIUS I	3.2500	5.1284	6 6.3870 7 7.0242 8 7.6604	8.2846 9.5000	STREAM RADIUS B	N N 4	5 5.1284 5 5.7550 7 7.0242	~ co co	9.5000 AH RADIUS	3.2500 1 3.8843 1		7 7.0242 1. 8 7.6604 1. 9 8.2846 1. 10 8.8937 1. 11 9.5000 1.	STATION 14 FLOW-FIELD	: 22		9 8.3031 10 8.9054 11 9.5000	STREAMHESH-F LINE RADIUS ) 1 3.3750	2 3.9709 3 4.5694 5 5.1792 5 5.7968	6 6.4220 7 7.0534 8 7.6846 9 8.3031	9.5000 RADIUS	3.3750	1792
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S.OUT 6-25-95				23	: 8 B T	* # # # !	340.119 27.91 335.25 23.52 329.75 14.08 321.62 .00	RADIUS OF STREAMLIN	-14.13 10.536 -15.31 8.579 -17.62 7.135 -21.72 4.009	26.31 5.282 26.31 5.282 20.68 4.861	19.35 4.013 15.68 2.445 .00 .000	TEMPE TOTAL 521.966 521.897	521.871 521.866 521.876 521.892	521.916 511.881 7 521.944 512.158 5 521.969 512.491 9 521.981 512.848 0 521.972 513.304	PLOU ANGLE 13.381	10.490 B. 909 7.045 6.428	5. 253 5. 253 7. 253 7. 253	4.780 OF A BLADE ROW = 17.	TIVE RELATIVE NO. FLOW ANGLE	* * * * *	.4784 -48.455 .5138 -52.265 .5505 -55.546 .5878 -58.433	\$ \$ \$	LOSS DIFF	
RESULTS.OUT	13.920 1.1462 18.850 1.3217	0.231 1.5525		TANGENTIAL B1 42	65.92 55.91 7.79	288 282	28.82 28.82 28.86 28.86 28.86		1.3053			PRESSURES TOTAL STATIO 15.0114 13.9940 15.0047 13.935		14,9942 14,0089 14,9941 14,0327 14,9942 14,0625 14,9945 14,0959 14,9948 14,1410	P1ES STATIC 22.788	122.646 .975433 122.646 .975441 122.647 .975452 122.742 .975464 122.706 .975464	22.851 22.918 22.998 23.083	ZZ.193 THE TRA! UNIBER OF	RELATIVE RELATIVE VELOCITY MACH NO.	±828	559.53 569.63 610.53 652.02	8 7 5	LEAN DELTA P	
	.2311 -61.548 13 .8653 -63.023 18	\$ \$	OM-FIELD MANAGEMEN				. 6285 341.33 1.2594 336.07 1.8793 330.05 1.5000 321.62	ESH-POINT CO	6133 00 . 6279 81 . 6560			MACH NUMBER . 3181	3258	.3092 .3041 .2985	ENTHA TOTAL 125.272	3,7872 125,255 1 4,4300 125,249 1 5,0681 125,248 1 5,7060 125,250 1 6,3460 125,250 1	125.260 125.267 125.273 125.273	000 125.273 IS WITHIN OR / 8844.0 RPH.	IUS BLADE SPEED	241.18 292.29 341.90		57.58 25.25 25.25	BLADE	.000
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9226. 9226. 9078. 9090.	DESCRIPTION	. TANGENTIA 342.28 293.96		5535	131.4	MOS L-COORD .0000	1.073	2.265	3.4988 4.1215 4.7410	5.352	TOTAL	16.2417 16.2417 16.2198	16.2048 16.1954 16.1896	6.1863	6.1899	STATIC 123.623	24.540	22.620	2 <del>2</del> 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	25.9% 25.875	IT THE TRA!	5 w	AELOCITY 348.53				580.16 631.83 684.10	
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.00 STREAMLINE LOPE ANGLE 11.768	5.22 5.22 3.60 3.60 4.39 5.00 5.00	2.652 1.607 .793 .000	ERATURES- STATIC			520.813 521.296 521.641				- 4 4 4			BLADE 17.	RELATIVE D FLOW ANGLE	230		.912 501	7 <b>5</b> 8	850. F1	FACTOR	12.15	27.73 27.78 25.88	2.2.5 8.25 8.35 8.35	8.6	<b>6</b>	N 11 THE SENT OF T		25
v	<u> </u>	84488	TOTAL		: <u>-:</u> -	531.468 531.570 531.623	531.592 FLOW		31.38				₽.5	_				\$ 6 A	ğ	14300	.03688	. 0355 2015 2015 2015	.03374 .03382	0324	e.		1.0839	
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X33.24 POINT CO X-COORD 2.4000	2.3537 2.3537 2.2561 2.1956	2.1280 2.0527 1.9725 1.8968 1.8200	NUMBER	3817	3295	11. 11. 10. 10.	.3124 ENTHA	TOTAL 27.566	127.503 127.482 127.477	27.486 27.502 27.526	77.552	27.589 27.582	S WITHIN OR A BE44.0 RPH.	BLADE	312.12	55.42 463.42 45.42	498.10 546.21	5.14.6 19.18.	ا				888			INCET THE PRESS PATIO	0.0817	828
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RES	-6.685.09	. 4Ko		4.253	-3.060		-1.875	693		.493	1.685 .09		5.	4.089	5.304 .08	80.0		7.765 .07	9.012 .07			11.544 .06	12.825 .06		14.111	15.397 .04										RESULTS RE	<b>WENNERWOOD</b>	6			_	BOUT CENTR			OC ABEA	5	(AT -6.710 (AT -6.710			ì	•	7 7	•	7 7	· ·	7 1	1	7 %	ï
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.6666745351 -22.58448 .62203	20	.2043317925-38.501 .06770 .2254015276 .18326205	SECTION AREA 7.02919E-01
. 68889 46260 -21.90825 . 61793 . 71111 47139 -21.23009 . 61382	: :	.2264019655-37.669 .07273 .2486216776 .20417225	SECOND MONENTS OF AREA ABOUT CENTROID
.7333347987 -20.55020 .60973	÷ 3	2020 TTC8: - 82170 3270 778 27-37710 -	1x = 1.02477E-01
.7777849593 -19.18620 .60153	: :	C7077. CC1991. D01/1. CF//O. /18.00_50517.	IY = 3.23082E-01
.8000050352 -18.50256 .59743 8222251081 -17.81805 .50357	• 22	.2705322940-35.976 .08185 .2945719648 .24649262	
.844451780 -17.13247 .59016			PRINCIPAL SECOND MONENTS OF AREA ABOUT CENTROID
40 .866752451 -16.44552 .58721 1.9303 41 .8888953092 -15.75689 .58471 1.9185	NUTBER	TEANLINE DATA SURFACE COOKDINATE DATA R X Y ANGLE THICKNESS X1 Y1 X2 Y2	IPX = 5.9566E-03 (AT-28.885 WITH (X) AXIS)
.9111153705 -15.06626 .58267	-	.2904024537-75.122 .08591 .3173221024 .26789280	- 4.19602E-01 (AT-ZB.BES WITH (T)
.9555654844 -13.67762 .57994	200		PT SURFACETAO
-12.97892 .57926 -12.27683 .57903	SE 89 -	.08%63 .33%9022361 .2B%44	
	2	.3367427545-33.421 .09299 .3623523664 .31113314	-1.39161E+00 1.01352E+00 -1.41519E+00 9
DATA POINTS	2, 69	.35881 -,28978-32,583 .09598 .38465 -,24934 .33296330	-1.24989E+00 9.01872E-01 -1.30068E+00 B
POINT FRAC. H Y-D(DEG)	•> 22	.3808830366-31,760 .09860 .4068226174 .35493345	-1.17952E+00 8.4841ZE-01 -1.24294E+00 7 -1.10951E+00 7.9648ZE-01 -1.18484E+00 7
1 .00000 -45.29691	• 28		-1.03988E+00 7.46045E-01 -1.12635E+00 6
2 .2017 -38.45756 3 .40074 -30.93186	. 34	.4029431711-30.958 .10084 .4288827387 .37701360	-9.01917E-01 6.49476E-01 -1.06/47E-00 5
4 .60008 -24.59692	8	.4250133014-30.181 .10268 .4508228576 .39920374	-8.33595E-01 6.03286E-01 -9.48309E-01 4 -7.65730E-01 5.58441E-01 -8.88062E-01 4
5 ./79/4 -18.51055 6 1.00000 -12.27683		.4470834278-29.429 .10413 .4726629744 .42150388	-6.98532E-01 5.14901E-01 -8.27349E-01 3
STREATSURFACE GEOVETRY ON STREATLINE MUIBER 3	2 22	.4691535505-28.698 .10517 .4944030892 .44390401	-6.31409E-01 4.72611E-01 -7.66159E-01 2 -5.64949E-01 4.31533E-01 -7.04508E-01 2
	• 17	10000 - 10119 - 4020 - 100 to 30110	-4.98942E-01 3.91609E-01 -6.42404E-01 1
	99 ^=	OLDON: 17075: 10016: 4/501: /04:/7-6406:-	-3.68230E-01 3.14967E-01 -5.16892E-01 8
	-	.5132837851-27.291 .10598 .5375833141 .48899425	-3.03491E-01 2.78101E-01 -4.53519E-01 4 -2.39128E-01 2.42108E-01 -3.89771E-01 -1
		.53535 -,38973-26.608 ,10574 ,55903 -,34245 ,51167 -,437	-1.75112E-01 2.06897E-01 -3.25675E-01 -4
25500 (LOCATION OF MAX. THICK. AS A FRACTION OF MEAN LINE) CORD - 2.9026 (MERIDIONAL CHORD OF SECTION)		.5574240062-25.935 .10508 .5804035337 .53444447	-4.80282E-02 1.38498E-01
A OT STATE OF THE PARTY OF THE	•	37944 - 41119-25.26 .10400 .60168 - 36417 .55730 - 458	1.50657E-02 1.05154E-01 -1.31518E-01 -1 7.78754E-02 7.22997E-02 -6.62161E-02 -1
BLADE HAVING A HERIDIOWAL CHORD PROJECTION OF UNITY	; ; ;	CONTRACT VARIOUS CONTRACTOR AND	1.40410E-01 3.98726E-02 -6.38322E-04 -2
KKKA KKKA KAKA KOMA KAKA KKAKA KKAKA KAKA	\$ 50 -	7700C: COL/C: /0770: OC701: //C:L7-CL17L:	2.64693E-01 -2.3BSB6E-02 1.31302E-01 -2
BLADE CHORD = 1.1433	\$ ?	.6236343140-23.930 .10060 .6440338542 .60322477	3.26474E-01 -5.52012E-02 1.97632E-01 -3 3.88034E-01 -8.62105E-02 2.64184E-01 -3
STAGGER ANGLE =-29.191		.6456944104-23.259 .09831 .6651039588 .62628486	4.49338E-01 -1.16891E-01 3.30941E-01 -3 5.10539E-01 -1.47248E-01 3.97822E-01 -4
CAMBER ANGLE =-33.020	# }	.6677645037-22.584 .09561 .6861240623 .64940494	5.71569E-01 -1.77287E-01 4.64984E-01 -4.33533E-
SECTION AREA 08343	7	.6896345940-21.908 .09254 .7070941647 .67257502	3642XE-01 5.99571E-01 -4.77450E-
LOCATION OF CENTROID RELATIVE TO LEADING EDGE	: :	.7119044812-21.230 .08908 .7280342640 .69577509	7.53875E-01 -2.65533E-01 6.67013E-01 -4.97236E- B.14476E-01 -2.94344E-01 7.34524E-01 -5.15386E-
XBAR48921 YPAR44515		47654-20.550 .08525 .7489343663 .71900	SURFACE
CINCING STATE OF STATE OF STATES	÷	48467-19. B69	× >
•	£ .	1991 01791 - 17001 17700 700 01-0100 -	8.75030E-01 -3.22861E-01 B.02081E-01
1x = .00144 1y = .00455	8 •		9.96090E-01 -3.79016E-01 9.37245E-01
•	£ \$	50003-18.503 .07154 .8115246610 .78882	1.05663E+00 -4.06667E-01 1.00481E+00 1.11722E+00 -4.34036E-01 1.07234E+00
ANGLE OF INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS =-28,885	2	.8222450727-17.818 .06625 .8323847573 .81210538	41 1.17786E+00 -4.61125E-01 1.13981E+00 -5.9598E-01 42 1.23838E+00 -4.87929E-01 1.20720E+00 -4.0470E-01
PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID	8	.8443151421-17.132 .06061 .8532348525 .83538543	1.29939E+00 -5.14454E-01 1.27450E+00
(X) AXIS) (AT-28.885 WITH (X) AXIS)	\$ 14	.8643852087-16.446 .05461 .8741149468 .85865547	1.42141E+00 -5.46664E-01 1.40871E+00
			47 - 6 20

.21904 -1.42249 .99448 .21931 -1.42229 .99448 .21942 -1.42728 .99448 .21945 -1.42728 .99453 .22022 -1.42299 .99421	1.4273 -1.42125 -1.41988 -1.41861	E 4 ITENTION 1 DEVIATION = 5.372 SOLIDITY = 1.995 ITENTION 2 DEVIATION = 5.558 SOLIDITY = 1.8419 ITENTION 2 DEVIATION = 5.538 SOLIDITY = 1.8419	M Y Y-D(DEG) Y-DO R OF	.00000 -49.26162 .97922 3. 02556 -48.72485 .97928 3. - 04047 -48.17631 .97945 3.	07523 -47.61565 .97973 3. 09533 -47.04249 .98013 3.	-,122% -46,4547 ,980%5 3, -,14610 -45,85721 ,98128 3, -,14878 -45,24472 ,98202 2,	-,19092 -44,61739 .98288 2. -,21261 -43,97602 .98386 2.	2223381 -43.33041 .98216 2.6440 4425452 -42.65250 .97466 2.5791 6727475 -41.97930 .96135 2.5321	29451 -41.30217 .94223 2. 31380 -40.62682 .91731 2. 17208 -70 65477 .86458 2.	Y Y-D(DEG) Y-DD R OF	35105 -39.30223 .85005 2. 36903 -38.66418 .80771 2.	-,3862 -38,05030 ,75756 2, -,40383 -37,46548 ,71100 2, -,42069 -36,90880 ,66768 2,	45721 -36.37748 .62959 3. 45343 -35.86846 .59674 3.	-,46935 -35,37843 .56912 3. -,48500 -34,90378 .54674 3. -,50037 -34,44069 .52960 3.	51548 -33,98514 .51769 3.	55493 -33.08029 .50675 3. 55928 -32.62701 .50217 3. 5733 -32.17341 .49726 3.	58724 -31.71991 .49204 3. 60086 -31.26694 .48650 3	61423 -30.81472	65329 -29.46919 .46116 3. 66538 -29.02544 .45459 3.	70138 -27.70507 .43952 3	11 -,712-9 - 27,226-7 -,430-4 1,26-4 33 -,724-9 -26,287-5 -,4333 1,2475 56 -,735-2 -26,387-5 -,431-6 3,22-6	74634 -25.94571 .43024 3. 75704 -25.50138 .42985 3.		H Y-D(DES)	00 -49, 26162   67 -47, 26457   18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47, 18 0.47	80 - 33, 53,688 68 - 29, 4755	00 -25,50138 E GEOPETRY ON STREAMLINE MANBER 4		CHADE CUTLET MALE) (BLADE LEADING EDGE RADIUS AS A FRACTION OF CHORD)		CHEMINA OF THAT, INTER, NO PROPERTY OF TERM EAST.
22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	****	STREMISURFACE	POINT FRAC.	1 2 5 220.	4 R	• • •	01777	11 .22222 11 .24444 12 .24444	15 . 3111	POINT FRAC. H											42 .91111 42 .9333 44 .9555	_	DATA POINTS	POINT FRAC. M	1 .00000 . 2 .20067 -	1665.	6 1.000K	MOCKAROLMOCK	META2 =-25.501 YZERO = .00500	TYONE	
1 DATA POINTS POINT FRAC. H Y-D(DEE)	1 .00000 -45.29691 2 .2017 - 28.45756 3 .40074 - 20.9186 4 .60008 -24.59692	.79974 -18 1.00000 -12 ESIAN COORDINA	Z1 X1 Y1 Z2 X2	-1.41861 .99014 4.22376 -1.44183 -1.34872 .93715 4.24907 -1.38562	-1.27911 1895.37 4.2752 -1.27911 -1.20980 183484 4.29541 -1.27226 -1.14081 78548 4.31659 -1.21504	-1.07217 .73724 4.33649 -1.15742 -1.00390 .69013 4.33515 -1.09933	- 18649	7344 .51297 4.4180186231 66834 .47138 4.4309280178 47244 43088 4.448974075	-,53699 ,39139 4,45377 -,67923 -,47194 ,35289 4,46388 -,61724 -,61724	16 4-8138 - 40727 - 313-27 4,475-17 1,53-59 1 10 10 10 10 10 10 10 10 10 10 10 10 1	-,21549 ,20738 4,49733 -,36503 - -,15222 ,17281 4,50435 -,30106 - -,08923 ,13878 4,51096 -,23677 -	02653 . 10526 4.5172317219 . 03590 . 07219 4.5231910731	. 15997	. 28308 05655 4, 54459 . 15495 34432 08794 4, 54947 . 22113	. 52690 - 18026 4,5634 . 42087 -	. 58747 21047 4, 56802 . 48776 64791 24038 4, 57264 . 55476	. 7685329933 4.58221 .68901	. 94909 - 35719 4.59251 . 82341 - 94909 - 38571 4.59805 . 89060 - 1.00925 - 41397 4.60388 .95776 -	1.1296946970 4.61633 1.09189 -	1.35040457.19 4.62673 1.15887 - 1.2504052439 4.62976 1.22568 - 1.3109255132 4.63681 1.29239 -	1.3715757796 4.64406 1.35896 1.4323860426 4.65149 1.42537	POINT ZSENI XSENI YSENI	-1.44183	-1.44396	-1.44530	-1.44653	-1.44634	-1.4544	14 4.21817 -1.4428 .9849 15 4.21857 -1.4428 .9849 16 4.21889 -1.4431 .98976	-1.44043	-1.43756
46 1.48264E+00 -5.92348E-01 1.47859E+00 -6.24771E-01 POINTS DESCRIBING LEADING EDGE RADIUS POINT NO. X Y	1 -1.41519E+00 9.90173E-01 2 -1.41633E+00 9.91472E-01 3 -1.4172E+00 9.92882E-01 4 -1.4182ZE+00 9.44391E-01	TTTT	-1.41996E+00 -1.41977E+00	-1.41886€+00	-1.41727E+00 -1.41624E+00 -1.41507E+00	-1.41377E+00 -1.41236E+00	-1.410B5E+00 -1.40926E+00 -1.40741E+00	-1.40591E+00 -1.4041BE+00	-1.40072E+00 -1.39902E+00	.39737E+00 .39579E+00 .39429E+00	-1.39289E+00 -1.39161E+00 IG EDGE AXIAL DIFFER		T FRAC. II T T-DIBES T-DU R UT	.0222202219 -44.60616 1.08304 2.044404384 -43.89900 1.08208 2	.0666706495 -43.17550 1.08050 2 .0888908554 -42.43576 1.07828 2 .111110559 -41.67963 1.07542 2	12511 -40.90823 1.07193 2 14410 -40.12092 1.06781	. 20200 - 16256 -39.31834 1.06305	. 24444 21482 - 36.82659 1.03848 1 . 26667 23120 - 35.97623 1.02280 1	. 3111126247 - 34.26891 . 97926 1 . 3333327737 - 33.42080 . 95140 1	13556 - 129180 - 1258283 . 91948 1 1 17713 . 91948 1 1 17713 . 130578 - 11,76016 . 184350 1 1 1446 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	20 . 4222213245 -30,18140 . 80324 1,9273 21 . 444434518 - 24,42394 . 16724 1,9727 22 . 444219479 - 28,48394 . 72832 2,0145	. 4888936951 -27.98687 .70805 2 .5111138115 -27.29134 .68481 2	.55131319245 -26.60848 .66583 2 .5555640241 -25.93473 .65109 2	5/7/8 - 141406 - 125.22506 - 124.795 - 125.000 - 124.739 - 124.739 - 124.739 - 124.739 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.73 - 124.	. 64444 44412 -22.25854 . 62613 2 . 66667 45351 -22.58448 . 62203	. 68889 46260 -21.90825 . 61793 2 .71111 47139 -21.23009 . 61382 2	75555 - 48805 - 40.5557. 75556 - 48805 - 40.5557. 75758 - 48805 - 40.8857.	. 8000050352 -18.50254 .89743 19.5025251081 -17.81805 .59357 1	.8646751780 -17.13247 .59016 1 .8646752451 -16.44552 .58721 1	91111 - 52705 -15.06626 -58267	. 95556 - 54844 -13.67762 . 57994 1

	NORTIAL!	NORMALIZED RESULTS - ALL THE FOLLDWING REFER TO A BLADE HAVING A HERIDIOWAL CHORD PROJECTION OF UNITY	•	£		51087-33.985		•			នុង	9.57543E-02 1.56199E-01	7.28524E-02 2.99130E-02	-8.63900E-02 -2.41326E-02	777	79062E-01 24040E-01		
	MACHEMINA	ean indeath in	99	Ħ	.600885%	52559-33.533	.10818	.6307748050	57100		K 18	2.16304E-01 2.7607BE-01	7 7		77	050E-01		
	BLADE	BLADE CHORD = 1.2493	1	æ	.62291	54006-33.080	. 10619	.6518949557	57 .59393	3584	2.2	3.355326-01	7 7		77	148E-01 007E-01		
	STAGE	STAGGER ANGLE =-37.127	8 8	R	.6449359	55428-32.627	. 10377	.6729151059	59 .61696	6597	121	4.535146-01	71		T	643E-01		
	CATBE	CARBER ANGLE =-23.760	<b>R</b>	Ħ		56826-32.173	.10094	.6938352554	54 .64008	9 610	3 គ រ	5.70352E-01			7	272E-01		
	1235	110N AREA 09573	<b>8</b>	Ħ	35'- 86889'	58199-31.720	. 07700.	.7146654044	44 .66330	229'- 0	RR	6. ZB3B7E-01 6.86189E-01	77		7	096E-01		
	5	LOCATION OF CENTROID RELATIVE TO LEADING EDGE	• 88	Ħ		59549-31.267					<b>#</b>	7.43773E-01 8.01157E-01	77		77	. 36169E-01		
		XBAR = .46909	\$ •	ř		60874-30, 815					E	SURFACE	ı		¥	OFT-		
		70001	•			25 OL-32107					2	*	<b>&gt;</b> -	*		<b>-</b>		
	B	SECURE FURENCE OF PRES MECOL LENINGLE	\$ •	8		100.00						8.5835E-01	T		φ,	446E-01		
		IX = .00294 IY = .00521	• 56	ጸ		63455-29.916			•			9.72263E-01	7		7	539E-01		
		IXY =00382	•	A	.799106	64711-29.469	. 07559	.8176961420	20 .78050	089 0		1.02300E+00 1.08560E+00	7		7	371E-01		
	PNGL	ANGLE OF INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS =-36.731		R	.821126	65944-29.025	. 07002	.83811 <b>6</b> 2883	83 .80413	2690		1.14209E+00	77		7 7	656E-01		
	PRIN	PRINCIPAL SECOND HONENTS OF AREA ABOUT CENTROID	s :	ñ	.8431567	-,67155-28.584	.06408	.8584764341	41 .82782	669 2		1.25477E+00			99	501E-01		
		IPX = .00009 (AT-36.731 WITH (X) AXIS)	<b>3</b> 3	\$	61298.	68344-28.144	. 77750.	.B787965797	97 .85154	907 4	<b>. 6</b> 2	1.36714E+00		1.34166E+00	4	.87940E-01		
		IPT = .00807 (AT-36.731 WI	; ;	7	.61789	69511-27.705	.05111	.8990767249	49 .87531	1717	2		' '		•			
	POINT	TEANLINEDATA SURFACE CORDINATE DATA  X X Y ANGLE THICKNESS XI YI XZ YZ	<b>*</b>	42	.9092270	70657-27.266	.04408	.9193168698	98 .B9912	2726	STNIO	DESCRIB	LEADING EDG	KADIOS				
	-	.00625 .00000-49.262 .01249 .01	<b>:</b>	Ş	.931247	71781-26.828	. 03671	.9395270144	. 922%	6 734	POINT	ġ		_				
80 🕶		20000 - 672TO - 10010 - 20100-	•	1		72965-24.398				2741		1 -1 138		37E+00 B1E+00				
• •			• 83	: \$		716.Y-X 94.					. •	1.360		136E+00				
•	•	82010: 22110: 16090: BB920: 9/1:BF-81060:-	• 07	P								-1.361		71E+00				
	+	.0723207455-47.616 .03388 .0848306313 .05980085	1	‡	15766.	75028-25.501	.01249 1.	1.0000074464	64 .99462	2755		7 -1.362		78E+00				
· • • • • • • • • • • • • • • • • • • •	ın	.0943409845-47.042 .04071 .1092408458 .07944112					NORTAL 1	WLISED PLOT OF	SECTION	NUMBER	-	-1.362		116+00				
• 35	•		÷								ã	77		71E+00				
• 17	, ,	C	-	DIFENSIONAL	RESULTS	- ALL RESULTS	S REFER TO	A BLADE OF	SPECIFIED	CHORD	- 4	77		46E+00 15E+00				
• 51	٠ ،	2021 /9/CI. F/CO.		1		* 48008E+00						77		75E+00 26E+00				
3	0	11/21: 91911: DelB1: 04/00:					:					77		65E+00				
• 63	•	.06579 .2055416580 .15933		L.E.PADIUS	•	Ŗ	CENTERED AT X=	= -1.3450E+00 Y=		1.198/E+00		77		02E+00				
3 4	2	.2044621071-43.976 .07139 .2292518502 .17967236		SECTION	N AREA= 7.42849E	949E-01						77		198E+00 177E+00				
•	=	.2264823172-43.320 .07669 .2527920382 .20017259		SECOND	HOMENTS OF AREA	ABOUT	CENTROID				N N	77		39E+00 82E+00				
•	73	.2485125225-42.654 .08166 .2761722222 .22084282		**	1.77235E-01	Şē					NN	77		12E+00				
	ŭ	.2705327230-41.979 .08629 .2993924022 .24167304		Ě		Ş					NÑ	77		39E+00				
ì				PRINCI	PRINCIPAL SECOND MOYENTS	6	AREA ABOUT CE	CENTROID			W W	77		115E+00 146E+00				
	NUMBER	X A WELE THICKNESS X		Ä	• 5.40113E-03 • 4.85824E-01	-03 (AT-36.73) -01 (AT-36.73)	CO HTIM IST	X) AXIS)			NÑ	29 -1.336	.33400E+00 1.213	1.21360E+00 1.21257E+00				
1	<b>±</b>	.2925529188-41.302 .09058 .3224525786 .26266325		_		<b>30</b>	URFA	ì			nй	77		39E+00 08E+00				
? ;	ŭ	.3145831100-40.627 .09450 .3453427514 .28381346		2	×	<b>&gt;</b>	×			_	LEADI			0443	7	DELX •	¥.	
£ 1	2	.3360 -,32967-39,958 ,09804 ,36808 -,29210 ,30512 -,367		1-1-2		2100EF+00 14630E+00	-1.35822E+C		8 4 6		POINT	T FRMC. H	Y Y-D(	Y-D (DEG) Y-DO	<b>8</b>	CURV		
	11	.3586234791-39.302 .10120 .3906830876 .32657387		77		08390E+00 02285E+00	-1.25023E+(		F+00		-	00000	.00000 -49.2	٠	n	742		
•	9	.3806536573-38.664 .10397 .4131332514 .34817406		- T		63124E-01	-1.14113E+(		E-01		N N	2220	02556 -48.1	•	n n	572 431		
22	2	.4026738316-38.050 .10634 .4354434129 .36990425		7		47514E-01	-1.03065E+(		10-1		4 10	0.06667	07523 -47.61565	•	'nй	321		
• 03	8	.4247040022-37.465 .10829 .4576335724 .39176443		-7.5			-9.18589E-0		10-1		•	11111	122% -46.4	•	'nй	. e e e e e e e e e e e e e e e e e e e		
20	2	.4467241693-36.909 .10983 .4797037302 .41374460					-8.04813E-0		1 T			1555	16875 -45.3		N N	174		
- 83	a	777 38854 3885 391093 5010 773-1525 778-94.		2.5			-6.89216E-0				2 =	20000	21261 -43.9	•	<b>10</b> 10	2.4 5.4		
<b>?</b>	ĸ	.4907744938-33.868 .11159 .5234640416 .45807494		1	•		-5.71824E-0		500		22	2444	25452 -42.4		<i>(</i> 10 )	191		
9 •	\$	.5127946516-35.378 .11181 .5451641958 .48042510		17:			-4.52709E-		56		<b>4</b> 2	2888	29451 -41.1		<b>101 10</b>	n n		I
<b>*</b> :	ĸ	.53481 -,48066-34,904 .11157 .56673 -,43491 .50289526		777	• • • • • •	47989E-01	-3.32009E-(		22		22	3555	-, 33265 -39, 95837		88658 2.8	5045		<u> 14</u> P
<b>;</b> ;	%	.5568449590-34.441 .11088 .5881945017 .52548541		22	. 61538E-02 1.	. 59615E-01	-2.09865E-01 -1.46307E-01	01 -8.50139E-02 01 -1.32730E-01	E-02		22	.4000	36903 -38.0 38662 -38.0	•	N N	.007 1961		RINT
78 (-		RESULTS. OUT 6-25-95 10:23a			1						Page	19 of	8					١

Page 20 of 32	42 . 91111@796 - 26, 4472335482 5.3842 43 .95332@904184, 18252 1.35439 5.3300 449835691216 - 28, 18853935608 5.2747	1,000094393 -35.3564 .35389 5 1.000094393 -35.2554 .35583 5	DATA POINTS	POINT FRAC. M Y-D(DES)	1 .00000 -52.67686 2 .20052 -48.49072	3 .40013 -43.77368 4 .59975 -40.49102	5 .79948 -37.90050 6 1.00000 -35.25544		BETA1 =-52.677 (BLADE INLET ANGLE)		.08430	Z = .5500 (LOCATION OF MAX. THICK. AS A FRACTION OF YEAN LINE) CORD = 2.6528 (MEXIDIONAL CHORD OF SECTION)	NORMALIZED RESULTS - ALL THE FOLLOWING REFER TO A	BLADE HAVING A MERIDIONAL CHORD PROJECTION OF UNITY HANN KNEW KNEW KNEW KNEW KNEW KNEW KNEW KN	BLADE CHORD = 1.3671	STAGGER ANGLE *-43.348		SECTION AREA = , 10801	LOCATION OF CENTROID RELATIVE TO LEADING EDGE	XBAR = .49120 YBAR = -,51408	SECOND NOMENTS OF AREA ABOUT CENTROID	1X • .00512	IY = .00591 IX =00540	ANGLE OF INCLINATION OF CONE) PRINCIPAL AXIS TO (X) AXIS =-42,900	PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID	IPX = .00010 (AT-42.900 WITH (X) AXIS) IPY = .01093 (AT-42.900 WITH (Y) AXIS)	HEANLINE !	. 00.484 .00000-57.477 .01767 .0	02050 - 02219 - 02062 - 02062 - 02062	OKTON - 04470-K1 873 07819 - 04188 - 04808 03972	.0727808453-51.383 .03526 .0865607353 .05901	5 .0947711183-50.932 .04218 .1111409854 .07839	68-50. 11575 - 13369-50.471 .04890 .13561 - 12313 .09789	7 13873 - 16511-49,999 05540 15995 - 14730 11751	8 .1607119108-49.513 .06166 .1841617107 .13727	9 .1827021661-49.015 .06766 .2082319442 .15716	20711. 82112 31222. 822.0. 2021864.502.	0781. 25651 52523. 07870. 07879 525593 52679.	7110 VICTO - APORT GRANDO ANT ATTACANT TOUTE	25. 0/12. U120. 257/2. B0500. /5+/+/+UV2. 40042.	A 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	POINT MEANLINEDATA SURFACE CORDINATE DATA MARKE THICKNESS X1 V1 12 Y2	
	45 5.20733 1.31747B4342 5.19621 1.29212B9471 46 5.20627 1.37330B8371 5.19945 1.3583991448	POINT 25EM X5EM Y5EM	-1.39243	1.1944	1.39587	7 4.85022 -1.39454 1.17301 8 4.84979 -1.39460 1.17478	-1.39446 1.17655 -1.39614 1.17830	4.84867 -1.39564 1 4.84837 -1.39495 1	-1.39410	4.84745 -1.39192 1 4.84745 -1.39042 1	4.84760 -1.38920 1 4.84760 -1.38766 1	4.84765 -1.38604 1 4.84775 -1.38435 1	4.84791 -1.38260 1 4.84812 -1.38081 1	4.84638 -1.37901 1 4.84868 -1.37721 1	4.84902 -1.37544 1 4.84940 -1.37371 1	4.85025 -1.37204 1		4.85170 -1.36635 1.18598	STREMESURFACE S ITERATION 1 DEVIATION = 4.549 SOLIDITY = 1.8379 ITERATION 2 DEVIATION = 4.711 SOLIDITY = 1.7142	2 DEVIATION - 4.711 SOLIDITY -	Y Y-D(DEG)	. 00000 . 00000 -52.67686 . 89381 5 . 02222 02893 -52.25440 . 89426 4	05741 -51.82330 .89561 +	. 0888911305 -50.93246 .90102 4 .1111114020 -50.47128 .90508 4	D 06016	. 17778 11897 - 49.01306 - 72226 - 3. - 22422 24432 - 48.59247 - 93032 - 3. - 22222 26921 - 47.97340 - 93491 - 3.	29364 -47.43683 .93208 3 31761 -46.89090 .92182 3	.36419 -45.79532 .87901 3.	and may comment a	TOTAL CONTRACT OF THE PROPERTY	-44.22127 .75909 3 -43.73849 .70426 3	.422247339 -43.28588 .64843 3 .444449417 -42.86274 .59820 4	. 4666751465 -42.4659 .55357 4 .4888953485 -42.09471 .51453 4	.5111155480 -41.74412 .48109 5 .5333357452 -41.41161 .45324 5	. 55554 59401 -41.09378 . 43098 5 . 57778 61328 -40.78705 . 41433 5	60000 - 63235 -40.48767 -40326 5	. 6444 - 66990 - 39,90006 - 38823 - 5 . 64444 - 66990 - 39,90006 - 38823 - 5	. 68889 - 70669 - 39,332,468 - 37640 - 5 . 71111 - 72480 - 39,0328,4 - 37169 - 5	7373 - 74272 - 78,75145 - 36,751	. 75556 74047 -38.46677 .36467	.800007542 -37.89443 .36085 5 .8222281263 -37.60965 .35980 5	59 . B444 B246 - 57 . X142 . 33887 5 . 5406 40 . B4467 - 18651 - 75 . (3148 . 33806 5 . 4894 4 . Banana - B4748 - 24 . 3474 . 44748 8 . 4734	
RESULTS. OUT 6-25-95 10:23a	.4222 .4444 .4444	-,45343 -35,86846 .59674 3 -,46935 -35,37843 .56912 3	. 53333 - 48500 -34.90378 - 54674 3. . 55556 - 50037 -34.44069 - 52596 3.	5/7/8 - 51548 - 525,94514 - 51707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50707 - 50	. 64444 - 55928 - 52.62701 . 50217 3.	. 6889 - 58724 - 31,71991 . 49204 3. 711111 60086 - 31,26694 . 48650 3.	.7333361423 -30.81492 .48065 3. .7555662737 -30.36432 .47447 3.	. 64027 - 29.91558 . 46798 3	. B222266538 -29.02544 .45459 3	.8666768960 -28.14400 .44377 3. .8888970138 -27.70507 .43952 3.	.9111171294 -27.26647 .43604 3.	. 9555673542 -26.38751 .43140 3. .9777874634 -25.94571 .43024 3.	1.0000075704 -25.50138 .42985 3.	DATA POINTS	POINT FRAC, M Y-D(DEG)	.00000	2 .20067 -43.95657 3 .40026 -38.04339	.59980 -33	1.00000 -25	CARTESIAN COORDINATES ON STREAMSURFACE 4	POINT 21 X1 Y1 22 X2 Y2	4.85170 -1.36435 1.18598 4.85316 -1.39243 4.87640 -1.29826 1.12576 4.87846 -1.33915	4.89993 -1.23041 1.06656 4.90228 -1.28561 4.92229 -1.16282 1.00839 4.92472 -1.23180	4.94349 -1.09551 .95122 4.94582 -1.17767 4.96354 -1.02852 .89497 4.96561 -1.12318	4.9824496187 .83970 4.98412 -1.06830 5.0001989557 .78540 5.00139 -1.01301	5.0167882964 .73207 5.01744 5.0322576410 .67971 5.03229 E. 0444746894 .47874 E. 04598	5.06009 - 63424 .57778 5.05854 - 78734 5.07259 - 56995 .52823 5.07002 - 72972	5.095104424 .43184 5.0900461309	5.1052437761 .38487 5.0787155407 5.1147331698 .33865 5.1065849465	5.123602373 .2931 5.1137313450 5.1319219285 .24818 5.1202137457	5.15%913131 .20376 5.1261031378 5.146%607011 .15974 5.1314525303 F. FETT - 00005 114,000 F. 14471 - 14171	5.16002 .05129 .07271 5.1407413009 Rt 4487413009	5.17122 .1713601336 5.1484100577 E 17412 .75690	5.18063 .2901409874 5.15473 .11990 E 18473 .440714119 E 15744 .18721	5.18817 . 40770 - 18349 5.15994 . 24683 E. 18349 5. 18987 . 40770 - 18349 5. 18999 . 31074	5.1916/ .1900/126594 5.18220 .310/1 5.19461524126746 5.16429 .37492 	5.19723 .5819430953 5.1862445736 5.19954357335125 5.18610 .50403	5.20157 .69689 .39284 5.16991 .06891 5.2033 .7540645429 5.17172 .63398	5.20483 .8110347568 5.17358 .69724 5.20611 .8678251695 5.17351 .76466	5.20715 .9244555811 5.17757 5.20795 .9809459916 5.17978	5.20851 1.0372864012 5.18214 5.20881 1.0935168098 5.18464	42 5.20885 1.1496372174 5.18733 1.0936382894 43 5.20862 1.2056576240 5.19015 1.1597385192	5.Z0811 1.Z0160

33569 - 36265 - 46.45 - 47.72   3.0379   3.9515 - 3.4750   3.2187   3.2369   3.3569 - 3.2369   3.3569 - 3.2369   3.3569 - 3.2369   3.3569 - 3.2369   3.3569 - 3.2369   3.3569 - 3.2467 - 3.472   3.0399   3.9515 - 3.479   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729   3.4729	. 2926133744-46.342 .09302 .3262630533 .25896	PT SUPERCEONE SUPERCETAD	31 -1.2705/E+00 1.3747/E+00 LEADING EDGE AXIAL DIFFERENCE =0590 NEW DELX = .0590
	.09706 .3493832642 .27980	1 -1.27051E+00 1.37477E+00 -1.29935E+00 1.	
	.3365838265-45.256 .10072 .3723434720 .30081	2 -1.20461E+00 1.30490E+00 -1.24862E+00 1.	FRAC. M Y Y-D(DEG) Y-DD R OF
Column   C	.35856 -,40463-44,729 ,10399 ,39515 -,36769 ,32197	4 -1.07344E+00 1.16872E+00 -1.14653E+00 1.	.00000 -52.67686
	OCTAR COTOT - 10714 - 10501 - 100 11-10541 - 10000	5 -1.00823E+00 1.10236E+00 -1.09510E+00 1.	02893 -52.25440 .89426 4. 05741 -51.82330 .89561 4.
	87515; 27785; 18711; 98901; 177;14-1797; 1-5085;	7 -8.78744E-01 9.73000E-01 -9.91327E-01 B	08545 -51.38288 .89787 4.
1	.4025244742-43.738 .10933 .4403240792 .36473	8 -8.14514E-01 9.09962E-01 -9.38925E-01 8.	-,11305 -50,93246 ,90102 4. -,14020 -50,47128 ,90508 4.
1	.4245146829-43.286 .11139 .4626942775 .38632	10 -6.87189E-01 7.87109E-01 -8.3298SE-01 6	-,16691 -49,99856 .91004 4.
1	A0004 - 40004 - 1110 - 1110 - 40004 - 44444	11 -6.24134E-01 7.27268E-01 -7.79407E-01 5.	19317 -49.51345 .92266 3. 21897 -49.01506 .92266 3.
1	COMO. 71/11: CYTAT: 70011: COM:71-18881: 41011:	13 -4.99316E-01 6.10636E-01 -6.70959E-01 4	.2000024432 -48.50247 .93032 3.
	.4684750910-42.467 .11421 .5070346697 .42992	14 -4.3755[E-01 5.53778E-01 -6.1609[E-01 3.	. 22222 26921 -47.97540 . 93491 3. . 24444 29364 -47.43683 . 93208 3.
1	.4904552909-42.095 .11495 .5289848643 .45192	16 -3.15299E-01 4.42713E-01 -5.05078E-01 2.	.2666731761 -46.89090 .92182 3.
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1	/01/1: CBCOC:	19 -1.34976E-01 2.81620E-01 -3.3550ZE-01 7	. XXXX 38682 -45. 25579 . 84646 3.
1	.5344256832-41.412 .11507 .5724852517 .49636	20 -7.56229E-02 2.29032E-01 -2.78223E-01 1.	.35556 -,40904 -44,72912 .B0649 3.
1	.5564058760-41.094 .11444 .594015444B .51879	ZZ 4.19876E-02 1.24968E-01 -1.62568E-01 -9.	.4000045230 -43.73849 .70426 3.
1	22127 25727 - 12912 STT11 TOT 02-52202 - 07052	23 1.00241E-01 7.33407E-02 -1.041B9E-01 -1.	4444 - 49417 - 42.86274 . 59820 4.
1		25 2.15622E-01 -2.94212E-02 1.36956E-02 -2	.4666751465 -42.46659 .55357 4.
1	.6003762554-40.488 .11181 .6366758302 .56407	26 2.72748E-01 -8.06429E-02 7.32021E-02 -3. 27 3.29507E-01 -1.31790E-01 1.33076E-01 -3.	. 51111 55480 -41.74412 . 48109 5.
1	.6223564421-40.192 .10983 .6577960226 .5B691	28 3.85902E-01 -1.82879E-01 1.93313E-01 -4	.5333357452 -41.41161 .45324 5.
1   1   1   1   1   1   1   1   1   1	.644336268-39,900 .10741 .6787862148 .60988	29 4.41941E-01 -2.33916E-01 2.3390/E-01 -9. 30 4.97632E-01 -2.84910E-01 3.14849E-01 -5.	5 25114. 20787-04-82519 87772.
1	STORY WAYER STORY STORY STORY STORY	31 5.52986E-01 -3.35870E-01 3.76128E-01 -5.	.6000063235 -40.48767 .40326 5.
1	.6663168097-39.610 .10457 .6976564069 .63278	33 6.62727E-01 -4.37706E-01 4.99652E-01 -6.	.6444466990 -39.90006 .38823 5
Fig. 1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   1985   19	.6883065907-39.323 .10129 .7203965989 .65620	34 7.17122E-01 -4.88595E-01 5.61879E-01 -6.	.6666768839 -39.61034 .38191 3. .6888970669 -39.32268 .37640 5.
State	.7102871698-39.037 .09760 .7410267908	1	.71111 -,72480 -39.03656 .37169 5
No. 10   N	00101 70007 - 63171 V310V 134 81-61711 - 7011	PT SURFACEONE SURFACE	. 73333 - 74272 -38.75145 . 36.7517 . 36.751 . 37.355 - 76047 - 38.46677 . 36467 . 5.
10   10   10   10   10   10   10   10	0050/: 02840:- 2610/: 06540: 16/:85-2/f2/:- 0226/:	•	3 35236 - 38.18197 - 36236 S
10   10   10   10   10   10   10   10	.7542575227-38.467 .08898 .7819271744 .72657	36 B.25060E-01 -5.90334E-01 6.B7217E-01 -7 7 2 78466E-01 -6.411898E-01 7.50704E-01 -8	.80000 -,79542 -37.89643 .36085 5. .82222 -,81263 -37.60965 .35980 5.
1	.7762376965-38.182 .08406 .8022173641 .75025	38 9.31894E-01 -6.92027E-01 B.13658E-01 -8	. B4444 - 82966 - 37.32142 . 35887 5.
1   100000000000000000000000000000000	.7982178685-37.896 .07874 .8223975578 .77403	59 9.849USE-01 -7.4286AE-01 B.//2/UE-01 -8 40 1.0376BE+00 -7.93690E-01 9.4112BE-01 -9	. BBBB9 - 4125. 12047. 35738 5
1   1.2445ERO   1.4445ERO   1.0250ERO   4   1.0200   1.0250ERO   4   1.0200   1.0250ERO	SOUGH TOTAL STOTE AVERY VIT AL ASSAULT VITOR	41 1.09022E+00 -8.44512E-01 1.00522E+00 -9	.9111187969 -36.44723 .35682 5.
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Heart   Hear	.8421882072-37.321 .06692 .8624679411 .82189	44 1.24654E+00 -9.96929E-01 1.19880E+00 -1 45 1.29824E+00 -1.04773E+00 1.26373E+00 -1	1,0000094393 -35.25564 .35583 5.
POINTS DESCRIBING LEADING EDGE MADIUS   DWTA POINTS	.8641683739-37.032 .06043 .8823681327 .84596	46 1.34977E+00 -1.09852E+00 1.32883E+00 -1	•
1   1.2993E+00   1.3577E+00	.8861485388-36.740 .05356 .9021683242 .87012	POINTS DESCRIBING LEADING EDGE	DATA POINTS
1 -1.2993E+00	.9081287021-36.447 .04632 .9218885158	POINT NO. X	FRAC. M
1.000000000000000000000000000000000000		WYENT OF T	
1	.9301188635-36.152 .03870 .9415287073 .91869	2 -1.30042E+00 1	
S	.9520990233-35.855 .03072 .9610988988 .94309	3 -1.301335+00 1	.59975 -43
1.30306±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.36325±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.37645±00   1.3	.9740791813-35.557 .02238 .9805890903 .96757	5 -1.30258E+00	72- 8964.
1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.000   1.00	.9960593375-35.256 .01367 1.0000092817	7 -1.30306E+00 1	
10 -1,3027600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600   1,3707600	NORMALISED PLOT OF SEC	-1.30301E+00 1 9 -1.30275E+00 1	SIAN COROLINALES ON SIREMISON PICE S
1.2008/E-00   1.3774/E-00			Z1
1.2796.00   1.37995.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37505.00   1.37	DIMENSIONAL RESULTS - ALL RESULTS REFER TO A BLADE OF SPECIFIED CHORD	-	
CENTERED AT Is -1.2849E+00   1.3734E+00   1.37734E+00   1.37734AE+00   1.37734E+00   1.37734E+00   1.37734E+00   1.37734E+00   1.37734E+00   1.37734E+00   1.37734E+00   1.37734E+00   1.37734AE+00   1.37734E+00   1.37734AE+00   1.	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX		55118 -1.19220 1.21929 5.53390 -1.25055 1
17 - 1,27946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00   1,37946+00	BLADE CHORD = 3.6268ZE+00		57387 -1.06246 1.09055 5.57678 -1.14871
19   1.2009200   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048600   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500   1.38048500	• 1.81341E-02	17 -1.29436E+00 1	.5933199798 1.02741 5.59626 -1.09736 6120293382 .96509 5.6147 -1.04567
1	SECTION AREA = 7.60090E-01	-1.2909XE+00	62939 86998 .90363 5.63145 99362
2 125146-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.381586-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.37686-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.376816-00 1.3	SECOND MOMENTS OF AREA ABOUT CENTROID	-1.28725E+00	6608074335 .78325 5.6618088834
24 -1.28157800 1.38159800 1.38159800 1.3 5.70001 5.25534 6097 5.6975 -7770 2.55534 6097 5.6975 -7770 2.55534 6097 5.6975 -7770 2.55534 6097 5.6975 -7770 2.55534 6097 5.6975 -7770 2.55534 5.7009 2.5975 -7770 2.5750 2.57534 5.7009 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.5750 2.57		-1.28535E+00 1	.6/47168060 ./2133 5.6/52383508 4880441827 .44427 5.4875378134
25 -1,2774E-00 1,38030E-00 15 5,7220 -14772 14718 5,71819 -14772 14718 5,71819 -14772 14718 5,71819 -14772 14718 5,71819 -14772 14718 5,71819 -14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 14772 1	IX = 2.53374E-01 IY = 2.92666E-01	-1.28157E+00	7002455634 .60907 5.6987572720
28 -1_274526-00 1_375956-00 1_7 5_17405 -1_37703 -4_4735 5_37504 1_50517	IXY =-2.67492E-01	-1.27794E+00 1	72207 43372 . 49718 5.71819 61755
8.4.807928-03 (MT-42.900 UITH (I) MIS) 29 -1.277186-00 1.37428-0.3718-00 1.37428-0.3718-00 1.37428-0.3718-00 1.37428-0.3718-0.018-0.3718-0.018-0.3718-0.018-0.3718-0.018-0.3718-0.018-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.3718-0.	PRINCIPAL SECOND MOMENTS OF AREA ABOUT CENTROID	1.2762XE+00 1	37303 .44235 5.7265256208 31275 .38821 5.7340150617
- 5.41238-01 (A-25.00 HTM R) ALIA CALLO CA	- 4.B0775E-03	-1.2731E+00 1	25285 .33470 S.7407144986 19774 .78177 S.7446839314
	S.41ZXXE-01 (N. 1-1Z, YOU WITH (1) HALS.		21 of 32

Page 22 of 32	3 .0513506331-54.927 .03033 .0637605459 .03894072	4 .07379 09434-54.579 .03785 .08872 08339 .05787 105	- 12002-54-222 . 104522 . 11258 - 11180 . 07690		6 11718 -,15527-53,858 ,05239 ,13834 -,13982 ,09603 -,170	7 .1391318511-53.482 .05934 .1629716745 .11528202	8 .16107 21454-53, 095 . 06604 . 18748 19471 . 13467 234		9 .1830224355-52.6% .07247 .2118422159 .15419265	10 .2049627214-52.282 .07861 .2360524809 .17387296	11 .2269130030-51.854 .08444 .2601127422 .19370326	TITLE BOOK - SOTTE COOKS LIL IN PACES AND A		13 .2707935531-50.966 .09505 .3077132538 .23388385		NAMES X Y ANGLE THICKNESS X1 Y1 X2 Y2	14 . 29274 38216-50.515 .09981 .33126 35042 . 25422 413	15 .3146840858-50.066 .10419 .3546337514 .27474442	2007 - 17777 BIBNI 702 AB-0327 - 7227	***************************************	17 .3585746020-49.192 .11175 .400864236B .31628496	18 .38052 -,48543-48.779 .11490 .42373 -,44757 .33731 -,523	19 . 40246 -,51030-48.390 .11762 .4464347125 .35849549	20 42441 - F2485-48 020 (1990 448098 - 49474 (17984 - 574		21 .4463555911-47.697 .12173 .4915/51814 .40134600	22 . 46830 -,58309-47,392 .12309 .51359 -,54143 .42300 -,624	23 ,49024 -,60683-47,110 ,12398 ,53566 -,56464 ,44482 -,649	24 .5121963035-46.851 .12438 .5575658781 .46681672	25 .53413 -,65366-46,611 .12429 .57929 -,61097 .48897 -,696	26 .55608 -,67678-46,388 .12369 .60085 -,63412 .51130 -,719	27 .57802 -,69973-46,179 .12260 .6222565729 .53379742	.12103 .64348	29 .6219174515-45.789 .11897 .6645570367 .57927786	30 . 6438576764-45.604 .11644 .6854572691 .60226808	31 . 6658078998-45,424 .11343 .7062075017 .62540829	32 . 68774 81218-45.247 .10996 .7267977347 .64870850	33 .7096983425-45.071 .10602 .7472279681 .67216871	34 .7316385618-44.895 .10162 .7675082018 .69577892	35 .7535887798-44.718 .09677 .7876284359 .71953912	36 . 17552 - ,89964-44.536 .09147 .8076086704 .74344932	37 . 79747 92116-44.349 . 08573 . 82743 89051 . 76750 951	38 . 81941 94254-44.156 . 07955 . 84712 91400 . 79170 971	39 . B4136 96377-43, 955 . 07294 . B6667 93752 . B1604 990	40 .8633098486-43.749 .06389 .8860896106 .84052-1.008	41 .88525-1.00579-43.536 .05842 .9053798461 .86513-1.026	42 .90719-1.02456-43.319 .05054 .92453-1.00817 .88985-1.044	43 .92914-1.04717-43.098 .04224 .94357-1.03175 .91471-1.062	44 .95108-1.06763-42.873 .03353 .96249-1.05534 .93967-1.079
		• 05	2	• 23	:		•> 76	• 37		6	• 10	₽2 •	90 ኁ	*> 24	-			ê ^•	• 05	• 63		: 1	62 <=	• 36	• 95	• 04		?	• 05	8	32	÷	91	• 21	• 63	• 3	R 6	<b>a</b>	• 1	2 1	8 i	* i	i	8 1	\$ \$	•	<b>%</b>	•	â ;
	.3555646602 -49.19220 .77793	.3777849157 -48.77903 .72766 .4000051676 -48.38964 .66860	.4222254162 -48.02909 .60761	. 46667 59047 -47.39155 . 50200	.4888961451 -47.11041 .45738	.5333366192 -46.61140 .38454	.5555668534 -46.38820 .35630 .5777870858 -46.17873 .33353	.6000073166 -45.97997 .31622	.6222275457 -45.78911 .30296	.6666779997 -45.42421 .28439	82245 -45.24709 .27908 84480 -45.07140 .27640	.73333 86701 -44.89548 .27638	.7555688908 -44.71765 .27900 .7777891102 -44.53617 .28426	.8000093281 -44.34925 .29217	.8444497596 -43.95507 .30854	40 .866679721 -43.74852 .31519 8.4163 41 .88889 -1.01831 -43.52642 .32082 8.1816	-1.05954 -43.31938 .32942 -1.06042 -43.09799 .32901	.95556 -1.08113 -42.87290 .33156 .97778 -1.10168 -42.64474 .33310	1.00000 -1.12206 -42.41418 .33361	DATA POINTS	COUNTY TOWN THICA		1 ,00000 -53,60087 2 ,20065 -52,26970	3 .40042 -48.38251	50000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 100000 - 100000 - 100000 - 100000 - 1000000 - 100000 - 100000 - 1000000 - 1000000 - 10000000 - 1000000 -	6 1.00000 -42.41418 STREAMSHREACE GEOMETRY ON STREAMLINE NAMERR 6	HINDON POOL DE LE CONTROL DE LA CONTROL DE L		=-42.414 (BLATE DUTLET ANGLE) = .00500 (BLATE LEADING EDGE RADIUS AS A FRACTION	.08340	<ul> <li>.5500 (LOCATION OF MAX. THICK. AS A FRACTION O</li> <li>2.4845 (MERIDIONAL CHORD OF SECTION)</li> </ul>	DRIALIZED RESULTS	BLADE HAVING A MERIDICHAL CHORD PROJECTION OF UNITY MENSIVED MISSENSOR MENON PROPERTION OF UNITY	BLADE CHORD = 1.4917	w	CAMBER ANGLE13.187	SECTION AREA 12707	LOCATION OF CENTROLD RELATIVE TO LEADING FLUGE	XBAR = .49397 YBAR =59688	SECOND HONENTS OF AREA ABOUT CENTROID	•	IX00753	MALE OF INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS = 42.156	PRINCIPAL SECOND NORWYS OF AREA ABOUT CENTROID	(SIX) (X) HIM 95, 54 TA) 05310 - X41	IPY = .00012 (AT 42.156 WI	POINT MEANLINEDATA SURFACE COORDINATE DATA NAMBER X Y ANGLETHICKNESS XI YI XZ YZ		=> 21 2 .0294003185-55.267 .02267 .0387202539 .02009038
T 6-25-95 10:23	33609		16265	04514	.01418	. 13393	25512	. 31623	43041	50147	.56382 .62646	.68937	. 81597	4 5 5 5	1.00765	1.13651 -1.06519	1.26613																					.201 SOLIDITY = 1.7128	.201 SOLIDITY =	4	6.6316	6.4441 6.2476	6.0431 5.8318	5.6148 5.3935	5.1690 4.9426	4.7420	4.4402	4.4372 4.4890	OF CURV
LTS.OUT		5.75665	5.76432	5.76998												5.76962 5.76863																						110N - 4		E -	1818. 1871	.82214	.82812	.85630	.86910 .88362	.89489	.87598	.85209 .81940	Y-00 R
RESUL	71622	12499	.07326	02981	08124	183%	23524	33772	. 38890	49119	. 59340	64446	69549	79742 84875	89921	95002 -1.00078	1.10201		YSEHI	1.32974	1.33125	1.33456	1.33632	1.33997	1.34365	1.34544	1.34886	1.350 <del>4</del> 1.35191	1.35326	1.35553	1.35714	1.35804	1.35816	1.35753	1.35615	1.35412	F	2 DEVIATION	N	Y-D (DEG)	266%	1.92662	-54.22303 -53.85784	1.48231	2.69563 2.28199	41387	.51542	. 62312	-D (DEG)
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			5.78207	5.79132	5.79515	5.80127	5.80358	5.80675	5.80763	5.80803	5.80757 3.80667	5.80535	5.80361 5.80143	5.79882	5.79230	5.78838 5.78402	5.77328		ZSEMI	1.48555 -	5.48505 -	5.48404	5.48354	1.48259	5.48173	5.48135	5.48069	5.48043 - 5.48021 -:	5.48004 -	5.47986 -	5.47990	5.48014	5.48059	5.48122	5.48243 -	5.48289 -	48387	RFACE 6					.08889						
	8	# R				-		-								5 <b>‡</b>			POINT	-	N F	) <del>+</del> :	SO 40	<b>~</b> (	20 00	2:	12	17 12	25 25	17	2.8	22.	12.2	10 %	28	2, 2, 2, 8		STREAMSUR		POINT						= 2	122	22 22	POINT FR

RESULTS.OUT 6-25-95 10:23	38	Page 24 of 32
31 6.12468 -1.25032, 1.47197	SECTION AREA = 14390	194 127 18781 173127. 11467. 11467. 173127 186781 64327 1941.
STREAMSURFACE 7 ITERATION 1 DEVIATION = 3.647 SOLIDITY = 1.5838		33 - 10918 - 95079 - 49.889 . 11084 - 75156 - 91508 . 66579 - 986
2 DEVIATION = 3.715 SOLIDITY = 2 DEVIATION = 3.715 SOLIDITY =	XBAR = .47644 YBAR =67963	34 .7310997674-49.770 .10633 .7716794240 .69030-1.011
POINT FRAC. M Y Y-D(DEG) Y-DD R OF CURV	SECOND MOMENTS OF AMEA ABOUT CENTROID	35 -1.00258-49.647 .10133 .7916096977 .21438-1.033
. 00000 . 00000 -58.02584 . 68089	IX • .01282	36 73490-1.02831-49.519 ,05586 ,81136 -,99719 ,73844-1.059
0444407052 -57.53139 .68727	•	37 ,79481-1.05391-49,384 .08993 .83094-1.02464 .76268-1.083
13969 -57.01355 .70638	ANGLE OF INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS = 38,026	38 .81872-1.07940-49.241 .08352 .85035-1.05213 .78708-1.106
. 15332 - 20745 - 56.46107 - 73824 - 15332 - 20745 - 56.46107 - 73824 - 15332 - 24040 - 154.4747 - 78084	PRINCIPAL SECOND NOVENTS OF AREA ABOUT CENTROLD	39 .84063-1.10475-49.090 .07666 .86959-1.07965 .81166-1.129
. 135564405 - 35.16/7)45754575457784577645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576457645764576	IPN = .02057 (AT 38.026 WITH (Y) AXIS)	= 5 85 40 .86254-1.12996-48.931 .06934 .88868-1.10718 .83640-1.152
.2222233852 -55.20121 .83389		
37029 -54.84919 .84728 40164 -54.48743 .85010	POINT HE AN LINE DATA SURFACE COORDINATE DATA  NAMBER X Y ANGLE THICKNESS XI YI XZ YZ	
.3111146208 -53.75221 .82402		
7104/	2 .0300203493-57,781 .02408 .0402102851 .01983041	
1-D(DE6) 1-DD R	3 .0519306953-57.531 .03185 .0653606098 .03849078	
.355652291 -53.03386 .75565		
.4000058125 -52.3/588 .64478 .422260992 -52.08326 .58117		_
.4444463831 -51.81649 .52281 .4666766644 -51.57390 .46989	=> 51 6 .1176517130-56.742 .05434 .1403715640 .09493186	•
. 51111 72203 -51.15364 . 38040		DITENSIONAL RESULTS - ALL RESULTS REFER TO A BLAIR OF SPELT ALD CARROLL SHELLY AND CARROLL SHELLY ALD CARROLL SHELLY AND CARROL
. 55333 74954 -50.97179 .34383 .55556 77687 -50.80569 .31271		6 BLADE CHORD = 3.74724E+00
.5777880405 -50.65294 .28704 .6000083108 -50.51101 .26682	=> 41 9 .1833826989-55.861 .07493 .2143924887 .15237290	00 L.E.RADIUS = 1.87362E-02 CENTERED AT X= -1.1280E+00 Y= 1.5699E+00
.6222285799 -50.37742 .25118	- TOTAL - ES EAC OB124 2 TETR - 27902 17179	SECTION AREA 7 478745-01
.6666791143 -50.12778 .23084		
.6888993797 -50.00808 .22614 .7111196441 -49.88929 .22509	.08727 .2630330883 .19136	SECONO
7333399073 -49.76952 .22768		1
7777B - 1.04304 - 49.51910 - 24382		- IX
		PRINCIPAL SECOND MONENTS OF AREA ABOUT CENTROID
39 .8444 -1.12058 -49.08961 .28464 12.5091 40 .86667 -1.14615 -48.93058 .29572 11.9255 44 .86667 -1.14615 -48.93058 .29572 11.9255	NUMBER X Y ANGLE THICKNESS X1 Y1 X2 Y2	2 IPX = 5.85498E-01 (AT 38.026 WITH (X) AXIS)
7212. 01202 11116 48.59330 - 11116.	14 . 29292 42646-54,120 . 10321 . 33473 39621 . 25111 456	(2.47) (1. 11.49 0.00.00 11. 0.0.00.01.1.) - 17.
. 93333 -1.22198 -48.41673 .31874 .95556 -1.24694 -48.23605 .32300	= 7 70 15 .3148345654-53.752 .10778 .3582942468 .27137488	N
1.00000 -1.29639 -47.86592 .32641		1 -1.11209E+00 1.57979E+00 -1.1438E+00 1
DATA POINTS	35 e0 17 .3586451552-53.034 .11568 .4048648074 .31243550	3 -95740E-00 1.3040IE-00 1.0578IE-00 1
POINT FRAC, M Y-D(DEG)		5 -8.80022E-01 1.3377E-00 -9.71106E-01 1
1 ,00000 -58,02584		7 -7.65200E-01 1.
2 .20093 -55.52562 3 .40088 -52.36377		9 -6.51509E-01 9.95011E-01 -7.9757E-01 8
5 7999 -49.30488	21 ,44628 -,62930-51,816 ,12625 ,49590 -,59027 ,39666 -,668	11 -5.79159E-01 7.42059E-01 -7.471E-01 0 11 -5.79159E-01 8.56494E-01 -7.04695E-01 7 12 -6.48050E-01 8.56494E-01 -7.04695E-01 7
STREAMSURFACE GEOMETRY ON STREAMLINE NUMBER 7	., 54	13 -4.28336E-01 7.21159E-01 -6.13094E-01 5
	• 1	14 -3./354E-01
	` '	17 -2.11544E-01 4.59411E-01 -4.25038E-01 2
YZERO = .00500 (BLADE LEADING ENGINE AS A FRACTION OF CHORD)	-	19 -1.05600E-01 5.75050E-01 5.75050E-01 1
5500	•	21 -1.24890E-03 2.06401E-01 -2.30483E-01 2 21 -7.24890E-03 2.06401E-01 -2.30483E-01 2
CORD = 2.3099 (MERLDIOWAL CHORD OF SECTION)	•	23 1.01472E-01 B.1807E-02 -1.30472E-01 -1
NORMALIZED RESULTS - ALL THE FULLMING REFER TO A BLADE HAVING A MERIDIONAL CHORD PROJECTION OF UNITY		25 2.02494E-01 -4.72522-02 -2.9791E-02 -2
Machinagen karan machinagen kachinagen kachinagen karan		26 2.52348E-01 -1.05347E-01 2.19790E-02 -2.93192E-01 27 3.01768E-01 -1.67698E-01 7.37716E-02 -3.54624E-01
BLADE CHORD = 1.622	-> 41 30 .6434587227-50.250 .12146 .6901583343 .59676911	28 3.50756E-01 -2.30126E-01 1.25996E-01 29 3.99314E-01 -2.92648E-01 1.78649E-01
STAGGER ANGLE =-52.354	31 . 66536 89855-50.128 .11841 .71080	30 4.47446E-01 -3.53277E-01 2.31729E-01 -5.34694E-01 31 4.95154E-01 -4.18022E-01 2.85234E-01 -5.93369E-01
CARBER ANGLE =-10.160	a> 51	5.42442E-01 -4.80887E-01 3.39158E-01 -6.51414E-01

						IC/14PRIN
6 (77080 -1.2136) 154442 6 (78954 -1.2134 155350 6 (78954 -1.2134 155350 11 (78954 -1.2124 155350 11 (78954 -1.2124 155350 11 (78954 -1.2124 155311 12 (7889 -1.2124 155711 13 (7889 -1.2124 158985 13 (7889 -1.2131 158985 14 (7891 -1.2093 158980 15 (7891 -1.2093 158980 16 (7794 -1.2093 158980 17 (7899 -1.1995 15882 17 (7899 -1.1995 15882 17 (7899 -1.1995 15882 17 (7899 -1.1995 15882 17 (7899 -1.1996 15873 17 (7899 -1.1996 15873 17 (7899 -1.1996 15873 18 (7799 -1.1996 15873	6.77129 -1.18035 1. 6.77175 -1.17923 1. AYSURFACE B ITEMATION 1 ITEMATION 2 ITEMATION 2	00000 00000 -59, 97257 -47719 18, 00222 -03824 -59, 88228 -44010 17, 00446 -10744 -59, 68228 -44010 17, 00446 -10745 -59, 68000 -44884 17, 00889 -18203 -59, 28496 -48279 15, 11111 -18946 -89, 2022 -51000 14, 11333 -22646 -59, 04412 -54203 13, 11333 -22646 -59, 04412 -54203 13, 11778 -30018 -58, 48485 -57, 5825 11, 2222 -37869 -88, 14785 -67, 5825 12, 2222 -37749 -88, 17829 -77, 5820	28667 - 4,173 - 57,52809 - 77435 28889 - 4,7825 - 57,33163 - 778165 31111 - 5,1274 - 57,6038 - 77572 33333 - 5,8649 - 56,76928 - 77575 7 FMC, H Y DUEED Y-DD R I 328556 - 5,8038 - 56,48361 - 77417 - 4,0000 - 4,64700 - 55,5413 - 6,1984	20	7.7333 - 1.11820 - 52.5466 - 24920 7.7333 - 1.11820 - 52.78172 - 24822 7.7356 - 1.14822 - 52.70402 - 25447 8.0000 - 1.2087 - 53.70402 - 25467 8.0000 - 1.2087 - 53.7472 - 25850 8.4444 - 1.20849 - 53.1955 8.4444 - 1.20849 - 53.1955 8.1111 - 1.3566 - 52.7391 - 13528 8.1111 - 1.3566 - 52.7391 - 3475 8.7333 - 1.3569 - 52.7472 - 3594	-1.44372 -52.23997 -1.47232 -52.04808 Y-D(DEG)
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RESULTS, OUT 6-25-95 10:23a									A COACTIV	A FRACTION	K. AS A FR	A FRACTION	_	•	E							ш							TO (X) AX	910	CEN AXIS	(Y) AXIS)	SURFACE COORDINATE DATA	=	15 .00441	4103150	3506719	25 - 10266		13/72	B6172%	5320778	1024257	5627670	72012 06		9 34455	1437802	.3110341119		SURFACE COORDINATE DATA	TA474 - 4440R		.358324/661	7887150887	.4049354086
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	-59.97257	-58.40871 -55.93528	-54.45367	-53.46664	-52.06808 EMETRY ON	MANAGEMENT								1 14 - 27	MERIDIONAL	N NORMAN MANUAL	7072		-55.B16	-7.904		ENTROID REL	R = .4982;	YBAR =763B0	S OF AREA	0175	IY00833	0119	INATION OF	OND MOMENTS		* .00014	MEANLINE	-	0 .00000-59.973	803774-59.B32	307526-59.689	0744211256-59.540		.0962914964-59.365	618648-59.220	422307-59.044	.1619125941-58.854	.1837829545-58.648	ACA 820-05177 - 80		336662-58.178	.2494040169-57.915	743639-57.638		E A N L I L		765.16-2/0/4 41842.	.3150250466-57.060	. 33689 53823-56. 769	.3587657144-56.484
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AS A FRACTION OF HEAN LINE)	CORD • 1.8995 (MERIDICHAL CHORD OF SECTION)	NORMALIZED RESULTS - ALL THE FOLLOWING REFER TO A	BLADE HAVING A MERIDICIAN CHORD PROJECTION OF UNITY	POTENTIAL MANAGEMENT REPORT RE	BLADE CHORD = 1.9093	STAGGER ANGLE =-58.854	OBO N 3 CARACT		SECTION AREA 12398		XBWR = .478/1 YBWR =84868	SECOND MONEYTS OF AREA ABOUT CENTROID		IY = .00710		ANGLE OF INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS = 31.210	PRINCIPAL SECOND HOWENTS OF AREA ABOUT CENTROLD		IPY = .02625 (AT 31.210 WITH (X) AXIS)		POINT MEANLINEDATA SURFACE CORDINATE DATA		1 .00953 .00000-61.564 .01909 .01794 .00453 .00115004	2 .0313804030-61.541 .02380 .0418403463 .02092045	19 070 - 07070 - 07270 - 02848 06573 - 04070 - 087		127   12079   12078   12078   12078   12078   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079   12079	\$ 691 EDBO. 1515 1134515192 .0803-61.41 .03771 .1134515192 .08033	110 - 01001 - 00001 - 00001 - 00011	6 .1187220101-61.389 .04222 .1572519090 .10019211		Page 27 of 32
.0260340265 .0739946624 .1223552926																																				See 101TV	98 SOLIDITY = 1.2012	SOLIDITY	OF CURV	5.7138	2.6383	4.2124	5.1650	5.4669 p.eer	2.7113	18.5225	3.7456	2.5451	1.88	1.1738	OF CURV	3706 1	1.7451	2.6288	5,3348	16.8770	18.4894	0.0907	
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	<b>Миновин</b>		CENTEDEN AT 1	Ē		CENTROID			AREA ABOUT C		HIIM OU	SURFACE	-9.45103E-	-9.07553E-01	8.32374E-	7.56979E	-7.19153E- -6.81218E-	-6.43155E-	5.66570E	4.89259E-	-4.50305E-	3.7175BE-	-3.32153E- -2.92325E-	-2.52272E-	1.71486E	-1.30739E- -8.97474E-	4.85026E	-6.9%00E- 3.4777E-	7.68173E-	1.61689E-	2.47603E-	2.90944E- 3.34536E-	3.78378E-01		* X	4 4470TE-	5.1135BE-	5.56150E- 6.01182E-	6.46431E-01 6.91898E-01	7.37573E-	8.29538E	9.22285E-	RADIUS		81	381	88	88	88	8	<b>2</b>
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		- 3.62664E+00	CO-3C11.		• 4.4732E-0	TS OF AREA	50224E-01	- 9.23697E-02 1.51100E-01	SECOND HOPENTS	3.41769E-01	Z-801E-04		-					_			••					- •	7	77	77	7	T	7 7	77	•									ING LEADING	×		45918E-01	54%-01 6990E-01	7234E-01 7284E-01	71328-01	2438-01	2515E-01 160EE-01
	Beetigepies	CHORD			SECTION AREA-	BECOND HOHENTS			INCIPAL SE	X	•	SURFACE	9.13212E-	-8.67810E-01	7.770B6E	4.86580E-	6.41454E-	5.51550E-	4.6223E	3.73642E	3.29645E- 2 BESTOF-	2.42290E	1.98944E-	1.12922E-	2.78059E-	1.43983E- 5.63578E-	9.80642E	1.39509E-	2.21598E-	3.0262BE	3.42/51E- 3.82616E-	4.22227E- 4.61585E-	5.00695E-		SUFFICE N	. 70107E	6.1656BE	6.54721E- 6.92646E-	7.30348E-01 7.67833E-01	8.05108E-	8.79046E-	9.52201E-	S DESCRIBING	9	į	7					
	NO SECTION ASSESSMENT OF THE PERSON ASSESSMENT	BLADE	-	;		38			£			<b>.</b> 9	-	N P	*	 . •	~ =	• 9	1=	12	<b>7</b>	2											3 5		2 2	ž	RA	RA	\$ ₹	<b>4</b> 4	#	ŧ <b>‡</b>	POINTS	POINT		. ~ .	n <del>t</del>	an 👁	~=	10	2 =
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RESULTS. OUT 6-25-95 10:23a	.12010252	.14008293			.18023374	.20043414	.22073454	.24113494		SURFACE COORDINATE DATA	.26164533	.28226572	.30299611	427CF		.34481eBe	.36590724	.38710761	.40843797	.42988834	45144 - 870		.47317905	.49502941	.51702976	KT015-1.011		.56142-1.046	.58383-1.081	.60638-1.115	.62906-1.149	.65188-1.183	4748T-1 214		.69791-1.250	.72112-1.283	.74445-1.316	.76792-1.349	.79150-1.381	B1420-1 413		. B3905-1-2095B	.B6294-1.477	.88701-1.508	.91116-1.539	.93542-1.570	.95979-1.601	.98425-1.631		N NUMBER	
-25-95										COORDINA Y1 X														_																									- eerr	F 95.11.	F SPECIFI
0UT 6	.1610122980	.1847126859	7.006	.zvesa30/24	.2318934573	.2553638400	.2787342204	.3020045980		SURFACE X1	.3251649728	.3482253447	.3711557136	10107 - 40707		• /set.	.439266B041	.4617271631	.4840775204	.5062978762	Koata - aotha		.5503385846	.5721589377	.5938392901	41577 - 04410	201	.6367799933	.65803-1.03442	.67915-1.06946	.70014-1.10445	72099-1.13940	74171-11747		.76230-1.20911	.78276-1.24387	.80310-1.27857	.82330-1.31319	84339-1.34773	BICEL 1-722-Y		.88320-1.41654	.90294-1.45079	.92256-1.48495	.94208-1.51900	.96149-1.55294	.98079-1.58676	1.0000-1.62048	E 6	NORMLISED PLOT OF SECTION MUMBER	A BLADE O
SM.TS.	. 04662	. 05091			.05907	. 06289	.06653	. 26995		T A CKNESS		.07613	. 07885				.08544	. 80780.	.08842	.08947			. 09060	B9060	. 09041			.08889	. 08763	.08604	.08413	08190				. 222.70.	.06985	.06607						. 77240.	.03726	.03147	.02542			NCFORT.	REFER TO
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	124098-61.323	.1623928084-61.238	741 17-43064 - 26781	56055-	.2060636004-61.005	.2279039932-60.850	.2497343833-60.671	.2715747704-60.473		HEANLINE DATA X Y ANGLETHICKNESS	.2934051543-60.261	.3152455348-60.039	.3370759118-59.813	4 4 705K - To 150		.380/466359-59.369	.4025870231-59.164	.4244173875-58.977	.4462577493-58.808	.4680881089-58.656	48007 - 84444-KB E18		.5117586221-58.391	5335991761-58.275	95285-58.166	CAC EST-266-50 - 65777	-CK/BK'- 1	.59909-1.02291-57.961	.62093-1.05773-57.859	.64276-1.09241-57.757	.66460-1.12696-57.654	.68643-1.16137-57.548	476 TA 19844-E7 478	1.1.1	.73010-1.22976-57.327	.75194-1.26373-57.211	.77377-1.29755-57.089	.79561-1.33120-56.961	81744-1 T4440-54 877	207 23-0-001 1-0c-010		.86111-1.43113-56.540	.88295-1.46408-56.389	.90479-1.49683-56.233	.92662-1.52939-56.073	.94846-1.56176-55.910	97029-1.59392-55.744	90213-1 425BB-55 576			LTS - ALL
	.14056	.16239	16731	.192	.2060	.227%	.24973	.27157			.29340	.31524	.33707	14001		.3807	.4025	.4244	.44625	.46806	48003		.5117	5335	.55542	ACT.73	7//6.	.59904	.62093	.64276	.66460	68643	2002	780/-	.7301	751%	rrsrr.	79561	1744	070	3,750	.86113	.88294	. 9047	.92662	.9484	.97029	7100			DIFENSIONAL RESULTS - ALL RESULTS REFER TO A BLADE OF SPECIFIED CHORD
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20 8.73049089 1.54521 21 8.730490809 1.54523 22 8.73059052 1.5450 22 8.730590457 1.5441 24 8.73069028 1.54418	NORTALIZED RESULTS BLADE HAVING A HERI MONHHORMHORMHORMHORM M ATE CHIRD	S - AL THE FOLLOWING REFER RIDIOWAL CHORD PROJECTION OF BRENESCHIBERHERSHERSHERSHERSHERSHERSHERSHERSHERSHE	TO A F UNITY REPORTEGIA	** 01	.576%-1.19404-62.897 .05538 .59873-1.23645-62.756 .05489 .62050-1.27859-62.607 .05424	.60161-1.18143	.55231-1.206 .57433-1.249 .59642-1.291
8.7312289970 1. 8.7314689826 1. 8.7317289694 1.	AGGER ANGLE	-63.312		·	.64227-1.32047-62.452 .05344	.66596-1.30811	64080-1.332
8.7320089575 1. 8.7322989470 1. 8.7326089381 1.	CATEREN WAGLE = -5.552 SECTION AREA = .09573 LICATION OF CENTRALIA BATLUE	= -5.552 = .09573	524			.70852-1.39135	.66309-1.415
STREAMSURFACE II ITERATION I DEVLATION = 2.231 SOLIDITY = .9173 ITERATION 2 DEVLATION = 2.275 SOLIDITY = .8880 ITERATION 2 DEVLATION = 2.275 SOLIDITY = .8880	XBAR = YBAR =	XBAR = .49105 YBAR =-1.00475		<b>R</b> &	.70757-1.44437-61.951 .05015 .72934-1.48507-61.772 .04876	.72970-1.43258 .75082-1.47354	.70786-1.456
D(DEG) Y-DD R OF CI	SECOND HOHENTS OF	MONENTS OF AREA ABOUT CENTROID		-> 60 -> 50 -> 70	.75111-1.52547-61.589 .04723	.77188-1.51423	.73034-1.536
1 .00000 .00000 -64.8753559542 -21.9342 2 .022204755 -65.0106058554 -22.6595 3 .044409535 -65.1398755456 -24.2690	X X	02404		* F	.77288-1.56556-61.401 .04556 .79465-1.60533-61.209 .04376	.79288-1.55465 .81382-1.59479	.75288-1.576
14345 -65.2587450322 19179 -65.3629243136	ANGLE OF INCLINA	INCLINATION OF (ONE) PRINCIPAL AXIS TO (X) AXIS	IS TO (X) AXIS = 26.498	. Br . B164.	.B1642-1.6447B-61.013 .041B2	.83471-1.63465	.79813-1.654
24034 -65.4482433896 28906 -65.5105722602	PRINCIPAL SECOND	SECOND MOMENTS OF AREA ABOUT CENTROLD	TROID	ŝ	.B3B19-1.6B391-60.B14 .03976	.85554-1.67422	.B2083-1.693
33790 -65.5457409255 38677 -65.54951 .06145 43562 -65.51740 .23598	• XqI	• .03001 (AT 26.498 WITH (X) AXIS) • .00002 (AT 26.498 WITH (Y) AXIS)	TH (X) AXIS) TH (Y) AXIS)	: ; ;		.87632-1.71351	.84359-1.731
48435 -65.44643 .40669 53287 -65.34040 .54922 58113 -65.30478 .66757	POINT HEA	MEANLINE DATA Y ANGLE THICKNESS )	SURFACE COORDINATE DATA	, , 42 <del>4</del> 3	.90350-1.79938-60.195 .03282	.91774-1.79123	.88926-1.807
62907 -65.04506 .74973 67663 -64.86685 .80771	ē	٠.	465 .00104	*> 54		.93837-1.82965	.91216-1.844
Y Y-D(DEG) Y-D0	.03273	.02410	04147 .02181	‡ !		.95896-1.86779	.93511-1.881
13556 77055 -64.47878 .83913 14		.02629	75240. 88780	*> 21	.96880-1.91192-59.546	-9/750-1.9050-1	420 1-31100
. 3777B B16B9 . 40000 B62B3 . 42222 90B39	5 .09804	14052-65.267 .02647 .01 18788-65.363 .03063 .11	941 12650. /cFc1 71890. 11196 - 18150 . 08412 - 194	-	5	INLISED PLOT OF SEC	N NUMBER
-,95362 -63.74915 .64011 118 -,99852 -63.59454 .59623 19 -1.04313 -63.44813 .56233 19		.03276	.1347122864 .10491242		DIMENSIONAL RESULTS - ALL RESULTS REFER TO A BLADE	ER TO A BLADE OF SPECIFIED	ED CHORD
.51111 -1.08747 -63.30764 .53842 20 .53333 -1.13153 -63.17066 .52448 20 .5355 -1.13153 -63.1706 .52053 20	-> 40 H - 45334 45334		32337 .14654	BLADE CHORD = 3.06895E+00	3.06895E+00		
. 57778 -1.21889 -62.89724 .52656 20 .6000 -1.26218 -62.75550 .54257 19	9 .18511	.03892	.2028337083 .16740386	L.E.RADIUS .	- 1.5344BE-02 CENTERED AT	X= -6.7213E-01 Y=	1.406E+00
. 62222 -1.30520 -62.60727 .56264 18 . 6444 -1.34795 -62.45232 .58086 17	94 10 .20688	42674-65.517 .04084 .2	2254741827 .18830435	SECTION AREA 1.87630E-01	1.87630E-01		
. 66667 -1.39040 -62.29100 .59724 16 . 688B9 -1.43257 -62.12362 .61176 15	=> 20 -> 22865	47447-65.446 .04269 .2	.2480746560 .20924483	SECOND HOHENT	SECOND HOHENTS OF AREA ABOUT CENTROID	91	
21 2442 - 2020; 10-14744; 11117; 27333 - 151598 - 61,77215 - 65524 14 275784 - 1,54727 - 61,8880	24 12 .25042 28	.04445	51274 .23023	IX = 9.2 IY = 2.3	<ul><li>9.23661E-02</li><li>2.30287E-02</li></ul>		
137777 - 1.59814 -61.40092 .65132 13 .80000 -1.63874 -61.20891	95 .27219	-,56929-65,205 ,04610 ,29	.2931255962 .25126578	IXY =-4.6	IXY =-4.6000E-02  BOTH THE SECOND MOMENTS OF AREA ARLIT CENTROID	ONTENTO	-
. 82222 -1.67901 -61.01318 . 66068 13 . 84444 -1.71896 -60.81383 . 66429 12 . 86667 -1.75858 -60.61093 . 66742 12	POINT HEAN	LINEDATA ANGLE THICKNESS	SURFACE COORDINATE DATA	IPX = 1.1	1.15299E-01 (AT 26.498 UITH	ITH (X) AXIS)	
. 11 11 -1.83683 -60.40456 . 67007 12	14 .29396	61624-65.045 .04765 .3	.31556 60619 .27236 626	<u> </u>	13E-05 (A) 26.47E	(1) HAIS)	
11 59276. 198164 -59.98165 .67393 11 59556. 1-91375 -59.76528 11 11575 - 69.76528	15 .31573	66283-64.867 .04908 .X	.3379565241 .29351673	NO X	<b>.</b>	X Y	
. 97778 -1.95171 -59.54576 . 67586 11 1.00000 -1.98934 -59.32318 . 67610 11	26 16 .33750	70904-64.676 .05039 .3	.3602769826 .31472719	4	1.41316E+00		
DATA POINTS	17 .35927	75484-64.479 .05158 .3	.3825474573 .33600765		1.28361E+00		,
POINT FRAC, M Y-D(DEG)	75 18 .3810 <del>4</del>	B0025-64.282 .05262 .46	.4047478882 .35733811		1.15255E+00		
.00000 -64.87535	- 19204 19	B4524-44.091 .05354 .4;	4268883354 .37873856	7 -4.67054E-0 8 -4.35262E-0	1.0203ZE+00		
2 .20000 -65.51740 3 .40000 -64.09151	20 .42457	BB987-63.914 .05431 .4	.4489687793 .40019901	9 -4.03512E-01 10 -3.71814E-01	8.87477E-01	-4.53108E-01 B.64927E-01	10
,60000 -62,78551 ,80000 -61,20893	21 .44634	.05493	.4709892203 .42171946		7.54802E-01		<u>/14P</u>
1. COOM - 1. COO	22 .46811	97817-63.595 .05540 .4	.4929296585 .44330990	13 -2.77106E-0	6.2317BE-01		HINI

ICT 4PRINT 90822 90822 96202 01526 06797 17173 22279 27330 32326 28567 31738 34917 34917 41296 44496 47703 50916 57360 -. 62432 -. 67978 -. 93480 -. 98937 -1. 09723 -1. 10973 -1. 20331 -1. 25547 139490 139636 139636 139738 140737 140734 14173 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 14163 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## APPENDIX B FAN ROTOR BLADE STRESS/VIBRATION SOLID MODEL ANSYS OUTPUT GRAPHICS

R. OP. O. STRESS DISTIBLITION STEADYSTATE (a) 12, 000 RPM

Suction Side

(a) 9, 000 RPM MECHANICAL SIGM.1N = 16,600 PSIDESIGN SPEED FOR 110-1.)

SMN = -14275-14275 =29548

-9406 -4537

332.468 5202

14940

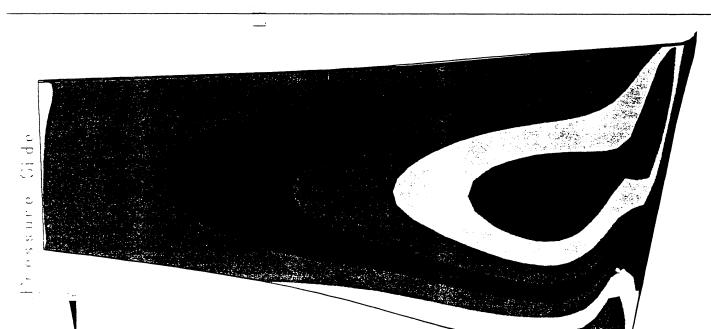
10071

19810

24679

29548

SMX



Static Stress API Fanl 12000rpm 1psiP.S. StressStiffn

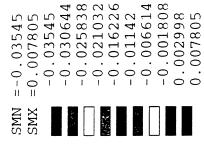


Static Stress

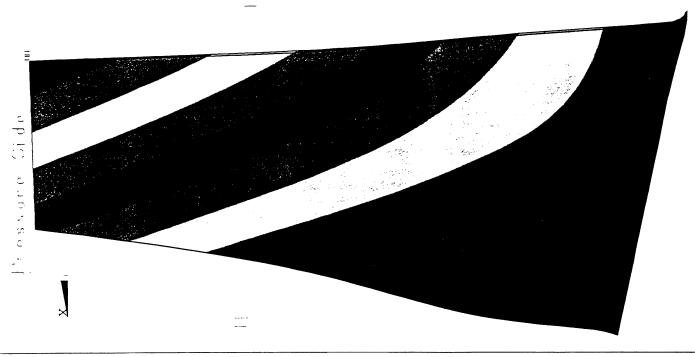
SMX = -2655 -2655 1003 4660 8318 11975 15633 22948 26606









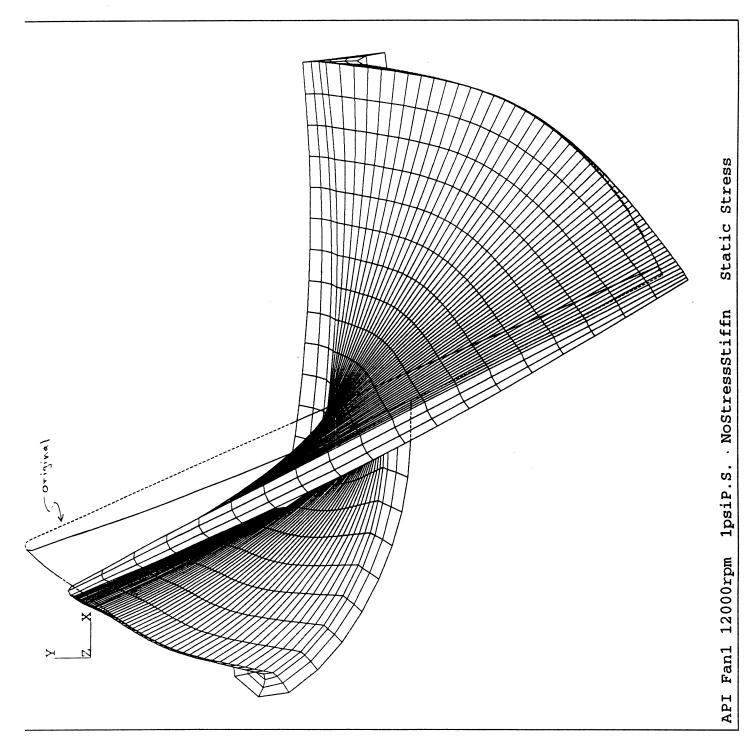


API Fanl 12000rpm 1psiP.S.

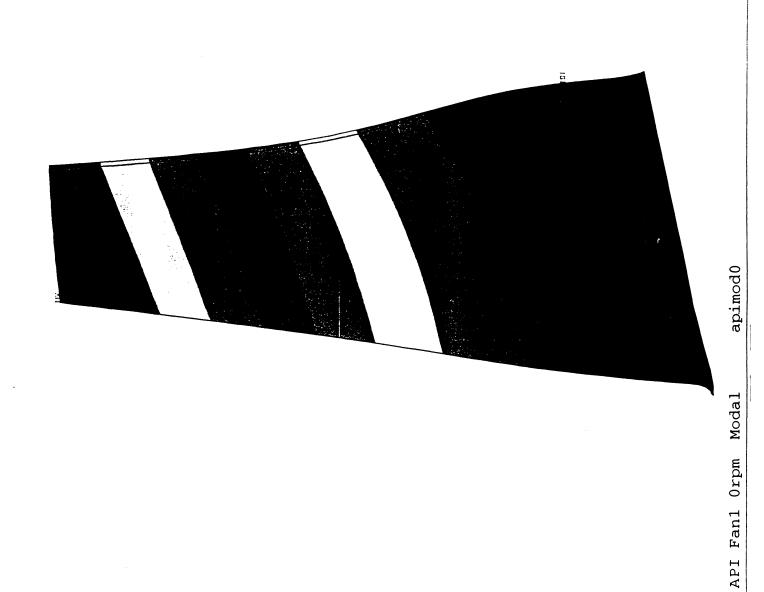
MECHANICAL DESIGN

SPEED FOR CI-04













SMX = 4.

SMX = 4.

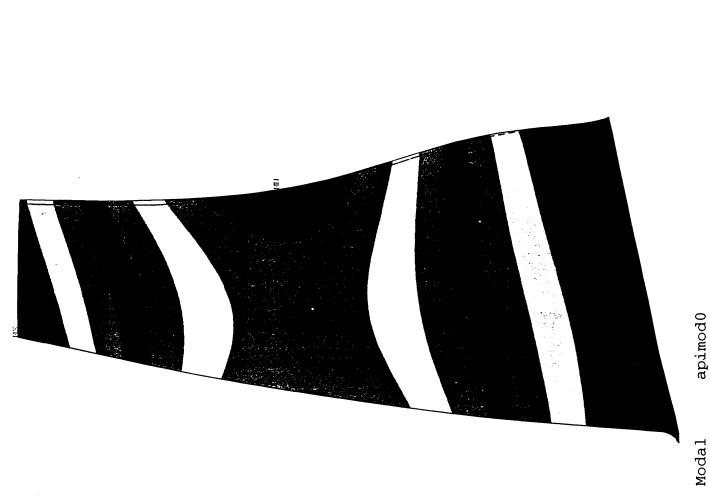
-3.

-3.

-1.

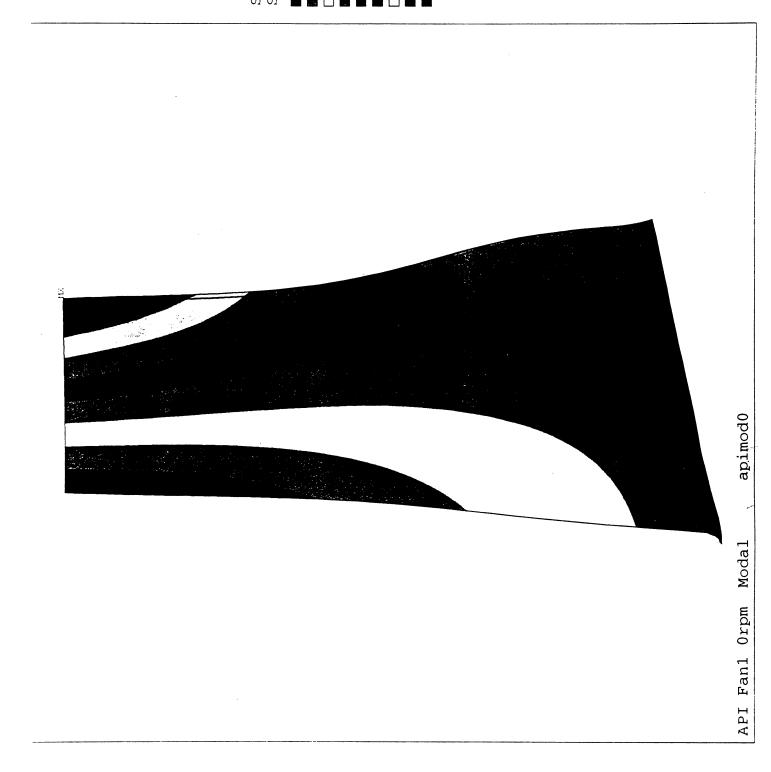
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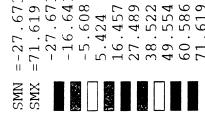
-4.

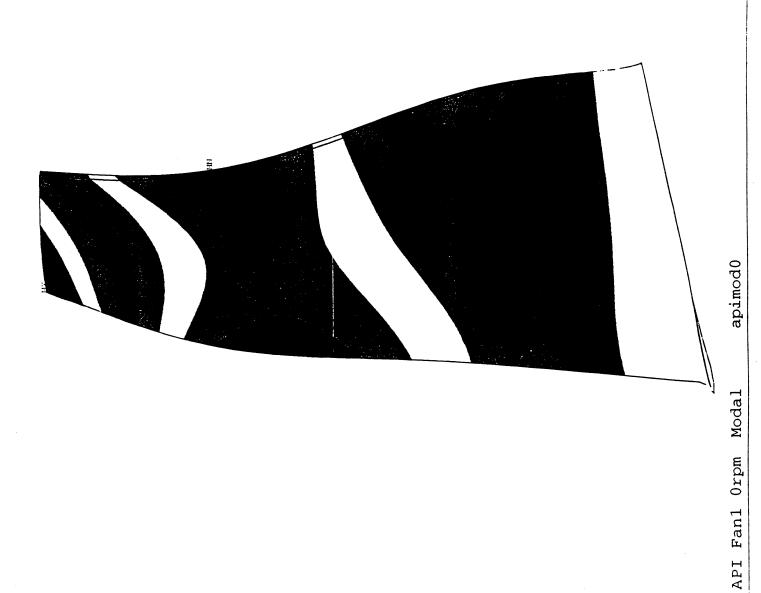


API Fan1 Orpm Modal

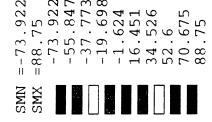


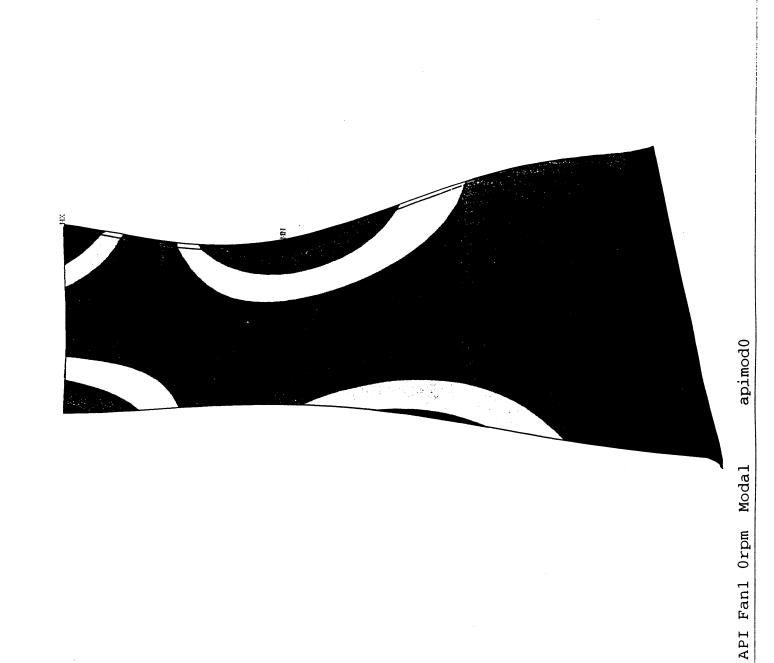




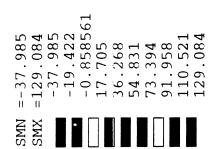


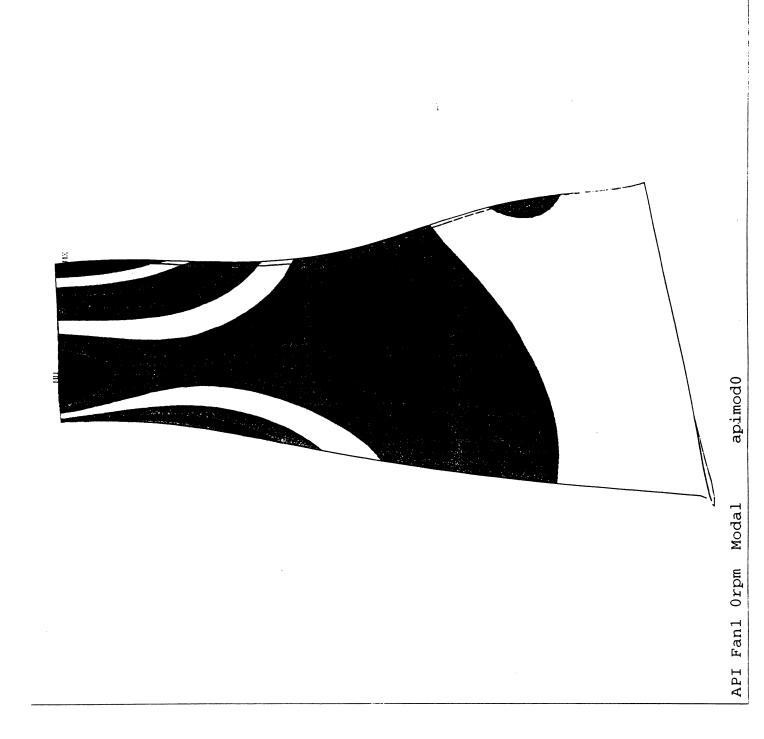












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good propulsive efficiencies in	the 200 to 400 knot flight s	peed regime. Aerodynam	ic design analyses yielded pre-

This document reports research investigations into efficient, low-cost fan system concepts for high bypass turbofans for future general aviation and commuter aircraft. The research specifically addressed lower pressure ratio fans for good propulsive efficiencies in the 200 to 400 knot flight speed regime. Aerodynamic design analyses yielded predicted efficiency in area of 91 to 92 percent (adiabatic). Low-cost manufacturing studies yielded an aluminum blisk rotor and investment cast stator having lowest cost. Structural design analyses yielded a design having excellent vibratory characteristics and the ability to pass One- and Four-pound bird strikes satisfactorily. The low speed and low pressure fans of the study are estimated to have 24 to 30 EPNdB lower community noise levels than larger, high pressure ratio transonic fans.

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